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Training is now going forward.

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No. 17,806. 號六零百八千七萬一第 日五十二月四年卯乙 HONGKONG, MONDAY, JUNE 7TH, 1915. 一拜禮 號七月六年四國民華中 PRICE, $3 PER MONTH.

THE HOME MAILS.

TO DEPART.

June 8th.—Europe *vid* Siberia, at 11 a.m., per s.s. CHIYO MARU.

June 8th.—Shanghai, North China, Japan, *vid* Nagasaki, Honolulu, United States, South America, and Canada *vid* San Francisco, and United Kingdom *vid.* Canada, at 11 a.m., per s.s. CHIYO MARU.

June 8th.—Europe *vid* Siberia, at 3 p.m., per s.s. ANHUI.

June 10th.—Europe *vid* Siberia, at 3 p.m., per s.s. LIANGCHOW.

June 11th.—Formosa *vid* Keelung, Shanghai, North China, Japan *vid* Moji, Victoria, B.C., Tacoma, and United Kingdom *vid* Canada, at 1 p.m., per s.s. CHICAGO MARU.

June 15th.—Formosa *vid* Keelung, Shanghai, North China, Japan *vid* Moji, Victoria, B.C., Seattle Wash and United Kingdom *vid* Canada, at 3 p.m., per s.s. ARI MARU.

June 18th.—Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe, at 11 a.m., per s.s. MALTA.

N.B.—For further returns and for Mails to and from the Coast Ports, Manila, Siam, etc., see the Post Office Notice on the last page of this issue.

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GREEN ISLAND CEMENT COMPANY.

PORTLAND CEMENT.

In Casks 375 lbs. net.
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SHEWAN, TOMES & Co.,
General Managers.

Hongkong, 9th December, 1914. [57

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(MITSU BISHI CO.)

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No. 2, Pedder Street, Hongkong.
Hongkong, 24th April, 1914. [540

PEAK TRAMWAY COMPANY, LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.	to 8.00 a.m.	Every	15 minutes.
8.00 „	to 10.00 „	„	10 „
10.00 „	to 11.00 „	„	15 „
11.30 „	to 12.45 p.m.	„	15 „
12.45 p.m.	to 1.15 „	„	10 „
1.15 „	to 1.45 „	„	15 „
1.45 „	to 2.15 „	„	10 „
2.15 „	to 5.00 „	„	15 „
5.00 „	to 8.10 „	„	10 „

NIGHT CARS.

8.50 p.m. and 9.00 p.m., 9.30 to 11.00 p.m. Every Half-Hour.
1.00 p.m. to 11.45 p.m. Every Quarter-Hour.

SUNDAYS.

7.45 a.m	to 10.30 a.m.	Every	15 minutes.
10.30 „	to 11.00 „	„	10 „
11.30 „	to 12.00 noon	„	15 „
12.00 noon	to 1.00 p.m.	„	10 „
1.00 p.m	to 5.00 „	„	15 „
5.00 „	to 6.00 „	„	10 „
6.00 „	to 7.00 „	„	15 „
7.00 „	to 8.10 „	„	10 „

NIGHT CARS as on Week Days.

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SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.
Hongkong 29th May, 1914. [467

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Length on Keel Blocks	510 feet	350 feet	714 feet.
Width of Entrance on bottom	77 „	53 „	88 „
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Two Floating Cranes of 60 and 30 tons each, besides 150 tons Giant Crane.

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Max. Length of Ship taken in „		460 feet.	„	580 feet.
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Max. Draft of Ship taken in „		22 „	„	26 „

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Floating Crane capable of lifting 20 tons weight.

THE NAGASAKI, KOBE AND HIKOSHIMA DOCKYARDS are closely connected with each other, enabling them to co-operate in the prompt execution of work and to suit the convenience of customers.

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Hongkong, 1st October, 1914. AGENTS. [44

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NORTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service to Petrograd.	
				Sakaki	Kobe
$ 20 / Y 25	Shanghai (S.M.R. Str.)	Lv.	Forenoon	Tues.	Sat.
	Tsingtao „	Ar.	„	Th.	Mon.
	Dairen „	Lv.	3.25 p.m.	Thursday	Tues.
Y 14.80	Mukden „	Ar.	11.25 „		
		Lv.	11.50 „		
Y 11.50	Changchun „	Ar.	7.10 a.m.	Friday	
	(S.M.R. Train)	Lv.	*9.55 „		
R 9.80	Harbin „	Ar.	*7.00 p.m.	„	

SOUTH BOUND.

1st Class Fares				Connecting at Harbin with the Trans-Siberian Service from Petrograd.	
				Sakaki	Kobe
R 9.80	Harbin (Russian Train)	Lv.	10.15 p.m.		Thursday
Y 11.50	Changchun „	Ar.	4.20 p.m.		Friday
	(S.M.R. Train)	Lv.	4.45 „		
Y 14.80	Mukden „	Ar.	0.55 a.m.		
		Lv.	1.05 „		
$ 20 / Y 25	Dairen „	Ar.	9.20 „	Fri.	Wed.
	(S.M.R. Str.)	Lv.	Noon.	Sat.	
$ 25 / Y 30	Tsingtao „	Ar.	Forenoon	Mon.	Fri.
	Shanghai „	Ar.	—	Sakaki	Kobe

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The above fares do not include the Express Train Berth Fee.

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THIS LARGE and ROOMY HOTEL is now OPENED under NEW MANAGEMENT. The place has been renovated throughout and entirely refurnished. Situated on the Praia Grande facing the sea, a cool breeze is enjoyed all the year round. LARGE AND COMFORTABLE DINING ROOM facing the sea. Cuisine under experienced supervision. Terms moderate.

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"BOA VISTA HOTEL," MACAO.

THE above HOTEL will be Opened on the 15th June, 1915, under European Management.

Terms Moderate.

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Macao, 1st June, 1915. [620

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Private Bar and Billiard Rooms.
Roof Garden.

Under the Management of MR. and MRS. G. E. EYLES
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NEW MODEL OVERSTRUNG.

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INSPECTION INVITED.

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HONGKONG. [381

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15, QUEEN'S ROAD CENTRAL.

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CHILDREN OF FAR CATHAY.

A SOCIAL AND POLITICAL NOVEL OF

By CHAS. J. HALCOMBE,

Formerly of the Imperial Chinese Customs Service, Author of "The Mystic Flowery Land," etc.

THE VOLUME, which consists of 450 Pages, and includes a Sketch Plan of historical interest showing the disposition of the Forces at the battle of Kweilin, is dedicated to Sir ROBERT HART, G.C.M.G., and Dr. A. REINSH.

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THE NIPPON YUSEN KAISHA.

HALF-YEARLY REPORT.

The half-yearly general meeting of shareholders of the Nippon Yusen Kaisha will be held in the Tokyo Chamber of Commerce building on the 27th ult. to receive the report and accounts for the six months ending March 31st. The following is a summary of the accounts:—

	Yen.
Net profit	2,388,271
Brought forward from last term	824,598
Total	3,212,869
To reserve	119,413
Funds for the extension of the services and improvement of the fleet	200,000
Reserve for repairing buildings	500,000
Special reserve	300,000
Bonuses to officials	170,000
Dividend (10 per cent. per annum)	1,100,000
Carried to next term	883,456

THE BUSINESS REPORT.

The following is the business report for the term:—

During the period under review, namely, from October 1st, 1914, to March 31st, 1915, the Company employed 91 of its own steamers, aggregating over 416,000 tons, in addition to one specially commissioned vessel of over 3,700 tons and some fifteen chartered vessels. The passengers carried numbered over 114,000, goods transported amounted to over 2,080,000 tons, while the distance covered was 1,830,000 nautical miles, the voyages made by transport excepted.

DOMESTIC SERVICE.—As a result of the depression in domestic commerce and industry since the previous term, and the continuation of the European war, the shipping in domestic waters was very inactive. Especially was this the case with the shipments of goods from Japan Proper to the Hokkaido. Towards the latter part of the term under review some activity was witnessed in various directions. Owing to the release of transports, the freight rate declined, but in the latter part of the term this showed an upward tendency. Compared with the previous term passengers increased in the direction of the Hokkaido, but in other directions there was a general decrease.

FAR EASTERN SERVICE.—The business done on the various lines to China was generally dull. On the voyages to Shanghai the business showed a considerable decrease, due to the continuation of the war, but on the return voyages shipments were brisk. To most North China ports shipments were only nominal, but in the direction of Tientsin some activity was witnessed. To Chosen ports the voyages were reduced in number. On the Vladivostock line shipments were remarkably brisk, both outward and return, there being abundant cargo booked for transmission to Europe. The number of passengers showed a general decrease on various lines. In January last a regular fortnightly service was opened between Tsingtao and Osaka, the steamer calling at Kobe and Moji both on the outward and return voyage.

EUROPEAN SERVICE.—In the early part of the term under review there was practically no business because of the European war. The Company's new liners *Suwa-maru*, *Yasaka-maru* and *Fushimi-maru*, which were placed on the service during the term, experienced great difficulty in securing cargo. Both Great Britain and Japan, however, inaugurated a special war insurance law, and from this the liners derived considerable advantage. This, coupled with facilities afforded in financial arrangements, had the effect of restoring commerce to a normal level. There has been considerable demand in Europe for Asiatic products as a result of the war, the result being that shipments of goods to Europe have lately been unusually brisk. Some foreign companies being obliged to suspend their services entirely, as a result of the capture of their fleets by the Allies, while British and other companies were obliged to limit their regular services because of the employment of their vessels in the Government service, there was a scarcity of ships, and a consequent rise in freight rates. The Company, however, did its best to cope with the situation. Fortunately, the Company's five new liners just built in home yards were placed on the service as temporary liners, and thus afforded innumerable facilities in the trade between Europe and Japan. From Shanghai shipments were very brisk, but the shipments from Hongkong, the Straits Settlements, and Colombo were less than usual. On the return voyages shipments were only nominal. Since the opening of the war the liners were obliged to abandon the call at Antwerp and Middlesborough. During the term under review London was the only port where the liners could discharge or load cargo. Shipments from London were unusually small, the result being that the liners were obliged to leave practically empty. On the return voyages the liners have called at Shanghai since January last, and this innovation has been successful, shipments being abundant. The number of passengers increased remarkably, because of the scarcity of foreign vessels plying. With the appearance of the German warship *Emden* in Indian waters during October and November last some nine vessels took shelter for a time in intermediate ports. In London and Marseilles there was a scarcity of labour as a result of the war, and great difficulty was experienced in working cargo, the consequence being that the liners were obliged to stay at these ports much longer than usual. Nevertheless, the Company did its utmost to maintain its regular service. The new temporary liner *Tokushima-maru* passed the Panama Canal on December 10th on her return voyage from Europe, being the pioneer Japanese vessel to navigate the new waterway.

AMERICAN SERVICE.—On the outward voyages shipments were brisk, because of the suspension of some of the foreign services on account of the war. Shipments from China were also brisk. On the return voyages shipments of flour and wheat were less, owing to the steady rise in price. There were, however, brisk shipments of cotton for Japan, farming implements and other goods for Vladivostock and general merchandise for China. The number of passengers increased considerably both on the outward and homeward voyages. During the term under review the Company chartered one steamer to meet the growing demand for cargo space on this route.

AUSTRALIAN SERVICE.—On the outward and homeward voyages shipments were unusually large, especially between Australia and Japan. This was due to the suspension of the services of foreign companies, and the growing demand for Japanese goods. The passengers booked during the term were considerable.

BOMBAY SERVICE.—On the outgoing voyages there were big shipments, especially from Hongkong and other southern ports, this being due to the scarcity of foreign vessels. On the return voyages shipments of cotton were so large that the Company placed three additional vessels on the line. Shipments of cotton for Hongkong and Shanghai showed a big decline. Because of the presence of a German warship in Indian waters, the quantity of cargo carried by the liners declined as compared with ordinary years. Since January last the liners have called at Malacca on both the outgoing and return voyages. On the return voyages the liners also made regular calls at Yokkaichi.

CALCUTTA SERVICE.—There was considerable cargo on the outgoing voyages, there being a great demand for Japanese goods, owing to the decreased supplies from Europe, due to the war.

STEAMERS REQUISITIONED.—In the early part of the term under review 22 of the Company's vessels, representing over 90,000 tons, were requisitioned by the naval and military authorities, but after the capitulation of Tsingtao the vessels were gradually released. At the end of the term four steamers, of 22,600 tons, were still employed by the authorities as transports.

SUBSIDIES.—The subsidies granted the Company's European, Australian and American services expired at the end of last year. Owing to the dissolution of the Diet in December, the Bill providing for a renewal of the subsidies was shelved. Because of this, the Government, on its own responsibility, granted a renewal of the subsidies, which, however, are much smaller as compared with previous years. —*Japan Gazette.*

THE HONGKONG VOLUNTEERS.

JOINED.

1.—The undermentioned, having joined the Corps, are allotted Corps numbers and posted as follows:—
No. 1853 Private T. R. Chassels to Scouts Company.
No. 1854 Private K. Brayshay to Scouts Company.

STRETCHER BEARER SECTION.

2.—Stretcher Bearer Section will parade at Headquarters on Tuesday, 8th inst., at 5.30 p.m., for instruction. All members must attend.

PARADES.

3.—Parades for Monday, 7th inst.
5.30 p.m. Signalling Section, Musketry Instruction at Headquarters.
Corp. Grimes, R.E., will attend.
Remainder: *Nil.*

4.—On duty at Headquarters.
From 7 a.m. 7th inst. to 7 a.m. 8th inst., No. 1 Section Scouts Co.

AT GUN CLUB HILL, KOWLOON.

On duty until 12th inst.: Right Section M.G. Co.
Officer in charge: Lieut. C. Smith.

AT KOWLOON (DETENTION CAMP).

On duty until 12th inst.: H.K.V.R.
Orderly Officer: Lieut. J. D. Danby.
Orderly Sergeant: Sergt. V. Sorby.

G. E. STEWART, Capt.,
Adjutant, H.K.V.C.

HONGKONG VOLUNTEER RESERVES.

ORDERS BY MAJOR WAKEMAN, O.C.H.K.V.R.

APPOINTMENT.—His Excellency the Governor has been pleased to appoint Captain G. K. H. Brutton to be Adjutant during the absence on leave of Captain W. L. Carter as from the 8th inst.

POSTINGS.—Ptes. J. S. Lewingdon and J. Lemm are posted to D Company and Ptes. F. B. L. Bowley and J. H. Underwood have been transferred to D Company.

W. L. CARTER, Capt.,
Adjutant, H.K.V.R.

POLICE RESERVE ORDERS.

(CENTRAL POLICE STATION).

PARADES.

Monday, June 7th.—No. 1 Platoon, British Company and whole of Portuguese Company, Rifle Exercises, 5.30 p.m.

Tuesday, June 8th.—Indian Platoon and Chinese Recruits Platoon, Rifle Exercises, 5.30 p.m.

Wednesday, June 9th.—Chinese Company, 5.30 p.m.

SERVICE RIFLES.

The Police Reserve is about to be equipped throughout with either Service Rifles, Martinis or Winchesters.

On Monday, June 7th, Service Rifles will be issued to all members of No. 1 Platoon British Company. All members of this Platoon must attend the parade on that date, from which special leave only can be obtained from the A.S.P. (Reserve). Members of whatever rank must on this parade also return their Martinis and/or Winchesters and Winchester Ammunition. Printed Instructions on the Care of Arms will be issued.

All members of No. 2 Platoon British Company will parade for a similar purpose at the Central Station at 6 p.m. on the same day.

DISMISSAL.

The Hon. Captain Superintendent of Police has ordered the dismissal of Police Constable F. Kennedy from the Police Reserve. He is hereby ordered to return any equipment issued, on Monday, June 7th, at 5.30 p.m.

F. C. JENKIN,
A.S.P. (Reserve).

PRINCE OF WALES' FUND.

SUBSCRIPTION LIST NO. 35.

Mr. A. W. Snowman		$ 50.00
Expense Accounts Department, Naval Yard		23.00
Staff, Standard Oil Co. of New York (9th Sub.)		170.00
Mr. W. Kay		20.00
Mr. S. R. Moore		10.00
Bishop of Victoria and Mrs. Lander (2nd Sub.)		100.00
Mr. R. D. Harvey's Fund:—		
Collected by the Victoria Dispensary (May):—		
Mr. J. H. May	$10.00	
Mr. A. P. Nebbs	5.00	
Capt. J. S. Lewingdon	2.00	
W. H.	2.50	
Mr. E. W. H. James	5.00	
Mr. Lewis Guy	5.00	
Mr. F. W. Stapleton	5.00	
Mr. J. R. Capell	5.00	
Mr. F. Rapp	5.00	
Mr. A. W. Gibb	2.50	
A Friend	3.00	
Mr. J. Hutchings (Donation)	10.00	
	$	60.00
Collected by Mr. G. B. Worby (Amoy):—		
Mr. W. H. Barley (April)	$ 4.77	
Mr. J. A. Grandon (April)	4.77	
Mr. A. P. C. Hicks (April)	4.77	
Mr. E. Huckle (March and April)	9.57	
Mr. F. E. Joseland (March and April)	8.77	
Mr. G. B. Worby (April)	10.00	
	$	42.65
Collected by Capt. C. A. Mutton (Amoy):—		
Mr. and Mrs. Mutton	$15.00	
Mr. S. Wheeler	5.00	
Miss O'Sullivan	5.00	
Mr. H. Cadman	10.00	
Mr. J. Gibson	10.00	
Mr. J. Noble	10.00	
Capt. Matthews	5.00	
	$	60.00
Collected by Mr. R. D. Harvey (May):—		
Mr. F. Bevington	$19.00	
Mr. Herbert Goffe, C.M.G., (11th Sub.)	50.00	
Capt. C. A. Wilde	10.00	
Staff, Holts' Wharf, Kowloon	61.00	
Mr. C. G. Fry	10.00	
Mr. E. F. Lyle	7.50	
Mr. F. A. Coleman	3.00	
Mr. W. McKay	3.00	
Mr. A. E. Harvey	3.00	
Mr. W. McGrann	1.00	
Mrs. McGrann	1.00	
	$	188.50
Mr. R. D. Harvey's Fund:—		
Collected by Miss Square:—		
Miss Walker	$ 3.00	
Miss Square	5.00	
Dr. Forsyth	15.00	
Mr. White	6.00	
T. A. L.	5.00	
Mr. Chapple	10.00	
Mr. Martin	5.00	
Mr. F. Mackintosh	5.00	
Mr. Mauricio	10.00	
Mr. Overy	5.00	
W. E. (Donation)	5.00	
	$	74.00
Mr. S. G. Newall		15.00
A. and F. M.		60.00
Taikoo Sugar Refining Co., Ltd.		5,000.00
Police (8th Sub.)		320.00
	$	6,163.15
Already acknowledged lists 1/31		246,765.33
	$	252,928.48
Discount on sub-coins for May		1.22
	$	252,927.26
Monthly subscriptions		2,789.93
Already acknowledged lists 1/34		43,701.20
	$	46,491.13
	$	299,418.39
Remitted to London:—		
22/12/14 £17,000 at 1/9 5/16		
29/3/15 £7,000 at 1/9⅝ and 1/10		
28/5/15 £2,000 at 1/9⅝		290,117.47
Balance in hand	$	9,300.92

N. J. STABB,
Hon. Treasurer.

Hongkong, 4th June, 1915.

NEW FRENCH BATTLESHIP.

25,000 TON SUPER-DREADNOUGHT LAUNCHED.

The battleship *Languedoc* was launched on the 2nd ult. from the Chantiers de la Gironde at Bordeaux. Instead of slewing round in midstream after she left the ships, the vessel dragged anchors and shot straight a mile away. The river banks were crowded with spectators, 50 of whom had taken up a position on two barges lying off the dockyard exactly opposite the Gironde Works.

The *Languedoc* grounded on the quicksands, but was refloated on the evening tide at 8 o'clock, and will be put into dry dock, where she will be completed for sea. In the Chantiers de la Gironde nothing was known of the accident, and the programme was carried through.

Before visiting the dockyard M. Augagneur, the Minister of Marine, took the opportunity in his speech of emphasizing the important part played by the French Navy in the war. He said:

We can affirm, without fear of exaggerating, that the skill of the leaders and the heroism of the men of our Army would have been singularly reduced in their result without the constant work of the Navy.

Each time our Navy encountered the enemy in battle it gave proof of the ardour with which it is animated. I have already paid tribute to the heroes of the Dardanelles and the Adriatic, to the stoical end of the men of the *Bouvet* and the *Leon Gambetta*, to the skilful and courageous work of the *Gaulois*, the *Suffren*, and the *Charlemagne*. But how many minor actions have passed unnoticed amid the immensity of the struggle on land!

To-day's ceremony is a symbol; this ship, which will add its power to that of our Fleet tells France and the world that to the efforts already made we will add the efforts necessary to attain, with the help of our Allies, total and decisive victory.

JAPAN AND THE CHINESE NEGOTIATIONS.

FOREIGN MINISTER HECKLED IN UPPER HOUSE.

In the Japanese House of Peers recently the Sino-Japanese negotiations formed the one subject of debate, Baron Kato, the Foreign Minister, being asked a number of questions.

In reply to Mr. Nakashoji, the Foreign Minister explained that the Japanese Government omitted to inform the Powers of the contents of Group V. in the Sino-Japanese demands, because it had no intention of forcing the question at all costs. The questioner appeared to attach greater importance to Group V. than to any other of the demands, but he (the Minister) did not share this view. The questioner took exception to the conditions on which Japan expressed her willingness to return Tsingtao to China, but in view of the necessity of conferring with Great Britain, France and Russia as to the disposal of the territory after the war is over, the Government attached certain conditions as to her action. The Government also attached a condition that Japan should consult China in connection with the disposal of the buildings and other property in Tsingtao. In case no satisfactory agreement is reached between the two countries, Japan could refuse to surrender the property to China.

Baron Kubota, who followed, stated that according to the official documents concerning the recent Sino-Japanese negotiations, recently published by the Chinese Government, when Japan despatched troops to South Manchuria and Kiaochow on March 21st, Mr. Hioki, the Japanese Minister, declared that Japan would never withdraw her troops unless the negotiations were settled satisfactorily. It was further mentioned in the official documents in question that China could not carry out her justifiable claims owing to the high-handed measures of Japan. These statements, the speaker remarked, were at variance with the speech delivered by the Foreign Minister the other day. The member asked the Minister what view he took of these statements by the Chinese Government.

Baron Kato stated that the Chinese view of Japan's despatch of troops and other points appeared not to be in accordance with the views of Japan, but as he had not read the Chinese documents referred to he could not give a definite reply.

In reply to a question by Mr. Sugito, Baron Kato stated that it was only the leased territory of Kiaochow that Japan was willing to return to China. The Shantung Railway was not included.

IN A GERMAN PRISON.

STARVING CAPTIVES.

INGENUITY OF MESSAGES SENT HOME.

The *Times* publishes further communications from correspondents on the treatment of prisoners in Germany, which confirm the substance of the letter from Major-General Sir Desmond O'Callaghan, published recently:

Mrs. J. H. Skrine writes from the Vicarage, St. Peter-in-the-East, Oxford:—"I have just read Sir Desmond O'Callaghan's letter in *The Times* of to-day. The following sentence is from a postcard received last Friday by an old servant of mine, from such another prisoner lad, her nephew:—'Will you send me a parcel of eatables; if some of Jack's biscuits, will be very exceptable' (*sic*). Jack is the family retriever."

A correspondent writes:—

May I be allowed to confirm the statements of Major-General O'Callaghan contained in his letter to you of the 25th inst.? My son, who was with the Naval Brigade at Antwerp and is now a prisoner at Döberitz, writes me, "I often wish I had one of Lockhart's scrap bins here; it would go down well." Evidently the German censor did not understand the allusion, but it indicates to us very clearly the terrible state to which our men are reduced by the inhumanity of the Germans.

Mr. W. Young writes from Leicester:—"The letter by Major-General Desmond O'Callaghan in *The Times* and also the notice under the personal column regarding British prisoners in Germany should be brought to the special notice of the authorities. I have two postcards before me from a prisoner at Döberitz. This prisoner was one of the Royal Marines who took part in the Antwerp Expedition, and although he appeared to be satisfied with the food at the commencement of his internment, these postcards, dated March 22nd and 26th, bear witness that the man would give anything to obtain bread, as he says in one of them, 'Send bread or anything you think I should like.'

"Unfortunately the poor fellow is unable to state definitely in what sore straits he and his fellow-prisoners are; owing to the strict censorship in Germany, but this plea for bread is nevertheless one of the most pitiful examples of the brutal and inhuman treatment meted out by a nation which has bragged of culture and civilisation. Though I agree it is difficult to find a remedy, the least our authorities can do is to treat the German prisoners, if not on the same basis, anyway without honour or luxuries, which would not prejudice the sense of British honour and chivalry."

A PLUCKY RUSSIAN.

A picturesque incident of the trench warfare which continues in Western Poland is reported from the neighbourhood of Kampion. A German soldier fell wounded in the middle of the zone of fire from both sides, and no doubt would have succumbed if a Russian had not gone out to his assistance under a hail of bullets. The plucky rescuer dug a breastwork to protect his helpless foe from the flying lead, bound up his wounds, fed him, and remained with him the whole day. The Germans made several attempts to get both men into their hands, but were kept at a distance by the Russians' rapid and accurate fire. At the fall of dusk the wounded soldier, who proved to be a non-commissioned officer of a reserve regiment, was brought into the Russian lines.

RANDOM REFLECTIONS.

It is gratifying to notice in the north that many Germans have dissociated themselves from the disgusting exhibitions of barbarity shown by many of their number over the sinking of the *Lusitania*, involving the cold-blooded murder of hundreds of non-combatants of many nationalities. I notice that the German Consul-General at Shanghai, in a letter to the Chairman of Municipal Council recently said: "Amongst Germans nothing is known of such rejoicings." Many readers who will welcome this assurance regarding the Germans of Shanghai would be glad if it were possible to give such assurances regarding Germans in Canton and Manila.

With the approach of the summer months and those evenings which compel one, by their drowsy and langorous nature, to go breeze-hunting, an old highway grievance has again made itself apparent. Now, there are few things more exhilirating to the atmospherically depressed than a joy-ride, but the fact that one can indulge in these little luxuries by no means carries with it ownership of all the highway, nor should it lead one to be irresponsible regarding the limbs of people who prefer to go breeze-hunting on foot. Of course there are joy riders *and* joy riders, and I am writing for the benefit of the irresponsibles who "see red" and have no thought of anyone else. To these I would say at once: "If you really have no respect for your own necks, well, break them and be satisfied, but do not be so aggressive to those who have no wish at all share in a big smash. If you do want a grand smash have it, but make it purely a personal affair; do not take an unfair advantage of the fact that Robert on point duty makes due allowances for people who are still roaming after the magic midnight hour." In a London paper the other day was noted the retirement of a P.C. who was a real terror to fast motorists; he had made himself famous by securing 2,000 cases. Similar opportunities are waiting a vigilant P.C. in this Colony.

The opening of the bathing season at North Point drew quite a large crowd, and I understand that the moonlight bathing commences this week. Moonlight bathing, when "da moon am shinin," is something to look forward to in our fire- and liquid summer climate; there are many of us who would willingly exchange places, just for the summer months, with those tortoises in the Gardens who, with only their noses shewing above the water, are apt to make one feel aggressively envious at their undisturbed immunity from the heat and all its accompanying annoyances. Moonlight bathing does give one an opportunity of at least imitating the tortoise in his ideal summer existence, and, if for that reason alone, the arrangements made by the Tramway Co., are very welcome and should be well supported. What is more idyllic than to be playing about in moon-silvered water, or to swim gently along to the rhythm of music? And this can be done at North Point.

A reader who agreed thoroughly with "Linneau's" idea of a Colony beautiful is delighted at the fact that the supply of *Bauhinia Blakeana*—or *Bauhania Variegata*—I have fallen fonl of a jealous old botanist this last week—in Statue Square has been increased with due regard to effect. The same reader adds, however, and I heartily agree with him, that Statue Square needs more than this. Personally, I am no believer in expenditure on marble or bronze statues, but when these have been erected they should be taken care of and preserved from insults, at least. What happens to the group of statuary of the Royal family in Statue Square? Any old coolie seems to possess the privilege of utilising the pedestal of the statues of King George or Queen Mary for purpose wholly obnoxious to those of us who are loyal even towards images made with hands. Medicine men string their orange peel in lines from statue to railings, the bases of the statues are looked upon as most convenient places on which to deposit odd garments which have reached the rubbish-heap stage, and as lounges for tired and sleepy coolies—and certain constables have looked on as if nothing untoward was happening.

One day last week a courageous "Citoyenne" wrote to the *D.P.* an Appeal to Englishwomen in which she expressed the sentiments of many a fond but timid husband on the subject of feminine fashion in dress. "We women," confessed the brave Citoyenne, "regard the changing fashion as a kind of game which makes our clothing all the more interesting." That is just what we men think. It is quite refreshing to be told that women regard it in this light. Most of them manage to disguise their thoughts very well.

I expected to see the columns of the *D.P.* for the rest of the week full of letters from indignant ladies slanging "Citoyenne" for trying to organise a local strike against Dame Fashion's decree. But lo! not a single protest appeared, though I have some reason to know that the proposal made by "Citoyenne" failed to command unanimous approval. Indeed, two little notes have found their way into my Post-box expressing disapproval and trusting that I will have "something to say on the advantages of wide skirts." Now I confess I should blush to attempt the task without expert help; but as against "Citoyenne's" defence of the "hobble skirt" as having been a relief (especially in a hot climate), since it freed the wearer from "the hampering weight of unnecessary cloth," I may quote the advantages of the wide skirt as they have been supplied to me, and I am afraid I must leave the subject at that. Here they are:

The wide skirt has for the Hongkong lady these, among other, advantages over the hobble skirt:—

(1).—She can enter a tramcar with ease.

(2).—She can step into a launch without fear of falling between the pier-steps and the launch.

(3).—She can cross over the mullahs of the Hongkong streets, and no longer be forced to step *into* them.

(4).—She can drive off from the tee without appearing ridiculous to the spectators!

Above all I am asked to remind "Citoyenne" that when she advises the women not to spend on what she calls "smart discomfort," she overlooks the fact that if her suggestion were generally acted upon it would cause a terrible amount of distress among dressmakers, not to mention the operatives employed in the manufacture of dress materials.

RODERICK RANDOM.

TRADING WITH THE ENEMY IN JAPAN.

DISCUSSED BY THE BUDGET COMMITTEE.

A general meeting of the Budget Committe of the Japanese House of Representatives was held on the 26th ult., Mr. Kataoka, chairman of the Committee, presiding.

After various questions relating to military, financial and other affairs had been answered.

Mr. Sasaki, of the Kokuminto, asked as to the object of the declaration of war against Germany, and the number of British troops participating in the operations at Tsingtao.

In reply Baron Kato, the Foreign Minister, stated that as had been repeatedly explained, Japan declared war against Germany in accordance with the provisions of the Anglo-Japanese Alliance. This was why she co-operated with Great Britain in the operations at Tsingtao. As to the disposal of Tsingtao, therefore, Japan must confer with Great Britain.

Lieut.-General Oka, Minister of War, replied that the number of Japanese troops participating in the investment of Tsingtao was 30,000, while the British troops numbered 1,000.

Mr. Sasaki proceeded to ask what were the views of the Government as to the British proposal to prevent trading with enemy subjects in China.

Mr. Kono, Minister of Agriculture and Commerce, replied that the question was now under consideration—*Japan Gazette*.

THE LAW OF INTERNMENT.

People are also puzzling over the different interpretations which the Dutch, Spanish, and American authorities appear to make of the law of internment. When a portion of our Naval Division, retreating from Antwerp, unwillingly trespassed on Dutch territory, they were required to give up their arms and be confined as prisoners until the end of the war. At the Canaries, however, the *Macedonia* and at San Juan the *Odenwald* were able to get away, although in the latter case the ship was stopped before the attempt succeeded. When, too, the crews of the *Eitel Friedrich* and *Kronprinz Wilhelm* became interned in an American port, they seem to be escaping all confinement, and there is apparently no obstacle placed by the United States Government in the way of their returning to Germany by passenger ships to resume warlike proceedings. The reason given by the captain of the *Kronprinz Wilhelm* for suffering internment will disappear when his men regain their health, and then he may seek to escape with his vessel so long as his crew are at liberty. Dr. Oppenheim (International Law, II., page 422) says:—

> Asylum can be abused by repairing a belligerent man-of-war which has become unseaworthy. Although small repairs are allowed, a neutral would violate his duty of impartiality by allowing such repairs as would make good the unseaworthiness of a belligerent man-of-war. During the Russo-Japanese War this was generally recognized, and the Russian men-of-war *Askold* and *Gromoboi* in Shanghai, the *Diana* in Saigon, and the *Lena* in San Francisco had therefore to be disarmed and detained. The crews of these vessels had likewise to be detained for the time of the war.

It might be politely suggested, says the Naval Correspondent of *The Times*, that the most effective way of making temporarily harmless an interned ship is to remove the rudder and keep it safely during the war. Parts of the machinery may be replaced, but no rudder can be substituted without very public efforts, which would naturally excite attention.

HONGKONG GYMKHANA CLUB.

THE SECOND MEETING.

PATRONS:—H. E. Sir F. H. May, K.C.M.G., H.E. Vice-Admiral Sir T. H. M. Jerram, R.N., K.C.B., H.E. Major-General F. H. Kelly, C.B., and Commodore R. H. Anstruther, R.N., C.M.G.

COMMITTEE:—The Stewards of the Hongkong Jockey Club (*Ex-Officio*), the Hon. Mr. D. Landale, Mr. D. M. Ross, Mr. H. P. White, Mr. G. K. Hall Brutton, and Mr. H. J. Gedge.

JUDGE:—Mr. H. P. White.

HANDICAPPER:—Mr. D. M. Ross.

CLERK OF THE SCALES:—Mr. A. Charlton.

STARTER:—Mr. Paul M. Hodgson.

TIME-KEEPER:—Mr. M. S. Sassoon.

There was not a very large attendance at the second meeting of the Hongkong Gymkhana Club this season, and the racing failed to arouse very much enthusiasm. The Gymkhana Cup race was really the only enlivening feature of a very dull afternoon. There was a most exciting finish in this race, the three placed ponies engaging in a fierce contest from the distance post, and passing the winning-post with but a head between each. The win of Aldwych obviously gave pleasure. Owing to the cancellation of the three furlong mule race, to be ridden by representatives of Indian troops, there were only six events.

The Band of the 74th Punjabis played selections of music during the afternoon.

Details.—

THREE-QUARTER MILE RACE.—For China ponies that have not won a race at official meetings, off days, or gymkhanas since January 1st, 1914.

Mr. Blank's Wild Cat, 153lb (Mr. Forbes) 1
Mr. F. A. Gace's Alverstoke (late Welsh Chief), 152lb (Mr. Sedgwick) 2
Mr. W. B. Hind's Beattock, 147lb (Mr. Bishop) 3
Sir Paul's Duke Dahlia, 159lb (Mr. Gegg) 0
Mr. Ellis Kadoorie's Baroda Chief, 155lb (Mr. Knoll) 0
Mr. Cedric C. Boyd's Corporation, 152lb (Mr. Boyd) 0

Baroda Chief and Duke Dahlia ran away from a false start, and in the race proper were absolutely left. Alverstoke held the lead near the rock, where the field came along in procession. Into the home straight Beattock made a splendid spurt, and strongly challenged the leader. These two ponies were running almost together when Wild Cat shot across and finished a comfortable winner by two lengths from Alverstoke.

Time, 1min. 39 1/5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.		
Winner $79.50				
1,	18.50	1,	5,	$308.70
2,	20.00	2,	98,	88.20
3,	15.00	3,	95,	44.10

LADIES' NOMINATION.—*Tent Pegging.*

Mr. G. K. Hall Brutton (Nominated by Mrs. Wakeman) 1
Mr. Knoll (Mrs. Shellim) 2
Lieut. A. W. Forbes, R.N., (Miss Lammert) 3
Mr. C. C. Boyd (Mrs. Landale) 0
Mr. L. P. Goldney (Mrs. Currie) 0
Capt. Thomson (Miss Hastings) 0
Capt. Hattersley Smith (Miss Wilkinson) 0
Major Lawder (Mrs. Lawder) 0
Lieut. Wyndham-Quin, R.N. (Miss Liebert) 0
Mr. C. H. Blason (Mrs. Forsyth) 0

Pari-mutuel.		Cash Sweeps. Ticket No.		
Winner $29.00				
1,	13.70	1,	78,	$444.15
2,	17.00	2,	62,	126.90
3,	12.30	3,	114,	63.45

GYMKHANA STAKES:—Value $200. One mile. For all China ponies. Catch weights at 10st 6lb. Winners of an open race or open griffin race or ponies that have won the aggregate prize in the Gymkhana Stakes in any season 5lb extra. Non-winning subscription griffins allowed 5lb.

Sir Paul's Aldwych, 149lb...(Mr. Gegg) 1
Mr. Horsford's Mascotte, 146lb (Mr. Sedgwick) 2
Mr. Moonraker's Maybey, 146lb (Mr. Knoll) 3
Mr. David Landale's Tinker, 149lb (Mr. Boyd) 0
Dr. Forsyth's Lorenzo, 146lb (Mr. Forbes) 0

Mascotte led the way from a very good start, and showed the way first past the post on the outside. Tinker and Mascotte ran almost in partnership by the Bowrington Gate, first one and then the other holding the advantage. At the village Mascotte, still hotly challenged, was a length ahead, the remainder of the field being in a cluster. It was anybody's race in the home straight. The ponies came along practically abreast, and there was a brilliant finish, there being but a head between the three leading competitors. Aldwych crossed the line first as the result of a game effort.

Time, 2min. 12 2/5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.		
Winner $28.20				
1,	16.50	1,	172,	$567
2,	9.80	2,	93,	162
		3,	148,	81

POLO PONY SCURRY.—500 yards round a post and in. For *bonâ-fide* trained polo ponies, to be ridden by playing members of the Hongkong Polo Club.

Mr. Gilpin's Sir Galahad, 168lb (Mr. Knoll) 1
Mr. A. W. Forbes' Fluke, 168lb (Mr. Forbes) 2
Mr. Gilpin's Snowflake, 168lb (Mr. Goldney) 3
Mr. B. D. F. Beith's Mad Eve, 168lb (Mr. Thompson) 0
Mr. C. C. Boyd's Tipperary, 168lb (Mr. Boyd) 0

Knoll had a big advantage from the fall of the flag, and shot to the front. He cleverly turned his mount round the post and led comfortably back to home, winning by three lengths from Fluke.

Pari-mutuel.		Cash Sweeps. Ticket No.		
Winner $8.90				
1,	6.40	1,	106,	$491.40
2,	9.80	2,	3,	140.40
		3,	75,	70.20

FROM THE TWO MILE POST ONCE ROUND AND IN.—For subscription griffins of any season.

Mrs. Beeton's Kukri, 152lb (Mr. Seth) 1
Mr. David Landale's Soldier, 152lb (Mr. Boyd) 2
Mr. Ellis Kadoorie's Baroda Chief, 153lb (Mr. Gegg) 3
Mr. Shellim's Lucky Gem, 155lb (Mr. Knoll) 0
Mr. Sedgwick's Winning Hazard, 149lb (Mr. Sedgwick) 0
Mr. Brutton's Thurleston, 149lb (Mr. Forbes) 0

Kukri burst away from an excellent start, and maintained his advantage all the way, winning in a canter by four lengths from Soldier. There was a fine race into the home straight, where Soldier appeared to be overhauling the leader. The latter's challenge, however, was easily stalled off by Seth's mount, while Soldier in turn was almost beaten for second place by the Chief, which showed a remarkable turn of speed nearing home.

Time, 2min. 27secs.

Pari-mutuel.		Cash Sweeps. Ticket No.		
Winner $19.20				
1,	8.90	1,	126,	$560.70
2,	21.60	2,	116,	160
3,	14.70	3,	32,	80.10

ONE AND A QUARTER MILE RACE.—For all China ponies.

Mr. Moonraker's Maybey, 153lb (Mr. Knoll) 1
Mr. Nemazee's Shabrang, 157lb (Mr. Sedgwick) 2
Sir Paul's Duke Dahlia, 152lb (Mr. Gegg) 3
Mr. David Landale's Tinker, 150lb (Mr. Boyd) 0
Mr. Blank's Wild Cat, 149lb (Mr. Forbes) 0

At the fall of the flag, Shabrang strode powerfully away, and held a big advantage for a considerable distance. The leader moderated his pace somewhat, and the remainder of the field gradually came up. Coming up the incline Duke Dahlia raced in partnership with Shabrang, and these two ponies came along together into the home straight, and it seemed as if the result rested between them. Knoll suddenly appeared, however, and, crossing from the outside to the inside course, completely left the remainder of the field, and won by a clear six lengths. Maybey's finish was remarkably strong. Two lengths divided Shabrang from Sir Paul's pony.

Time, 2min. 49 1/5secs.

Pari-mutuel.		Cash Sweeps. Ticket No.		
Winner $11.50				
1,	7.70	1,	184,	$715.05
2,	8.50	2,	197,	204.30
		3,	24,	102.15

TRADE OF HONGKONG.

QUIET TIME CONTINUES.

The following statistics have been taken from the fortnightly price current and market report of the Hongkong General Chamber of Commerce:—

OPIUM.

The stocks on June 3rd were 468 Patna, 250 Benares, 544½ Malwa and 164 Persian and Turkish. The exports during the interval to Shanghai, etc., were 54 Patna and 39 Persian and Turkish. In uncertified Bengal opium the balance of stocks on June 3rd was 175 Patna and 53 Benares. Nine chests of Patna and 28 of Benares were boiled by Government monopoly. There were no exportations. In the Bengal market no business transpired from first hands and quotations are unchanged:—Patna, New $9,325, Old $9,200, V. Old $9,100. Benares, New, $9,050. Old $8,925, V. Old $8,825. Malwa market:—Has continued very quiet. Values are unaltered as follows:—New to 3 year drug $9,300. Older, $9,400.

EXPORTS.

There is no demand for Feathers, and the prices are declining in consequence. The condition of Ginger is unchanged, and there is nothing doing in Galangal or Cassia Oil. There is also no business in Star Aniseed Oil, Star Aniseed nor in Wood Oil. Human hair is quoted at prices per picul f.o.b. Hongkong. Nothing is doing in Quicksilver, Saigon Cassia or Gall Nuts.

IMPORTS.

There is no improvement in the Cotton Yarn market and business continues to be done on a small scale; prices further receded about $1 to $2 per bale, more particularly for the higher counts. Quotations are:—No. 10s at $75-$102. No. 12s at $83-$98. No. 16s at $95-$114. No. 20s at $91-$126. Arrivals 5,000 bales. Sales 5,000 bales. Shipments 200. Unsold stock 45,000 bales. Bargains 16,000 bales. Unfortunately there is again no business to report in Woollens. In Metals a further advance in prices has been advised from home. Very little new business has been reported. Cuttings have been done at equivalent of about 131/- cif. Hongkong; but probably could not be repeated at less than 141/- cif. Tinplates are a firmer market locally. There are no stocks of Pepper, Camphor nor Window Glass, and as to Coal no sales of importance are reported. The Sugar market is strong, and a large business has been done at advanced rates, except for Iloilos. There are no sales and no stocks of Saltpetre (No. 1), but with regard to No. 3 the market is strong.

INTIMATIONS

LANE, CRAWFORD & Co.

(ESTABLISHED 1850). (TELEPHONE 1741).

TOBACCO DEPT.

HIGH-CLASS BRIAR PIPES
FROM
LOEWE, "MASTA"
B. B. B.

PRESENTATION CASES.

CIGAR AND CIGARETTE HOLDERS
TOBACCO POUCHES.

DUTCH AND MANILA CIGARS.
SMOKING MIXTURES AND
PLUG TOBACCOS.

EGYPTIAN AND VIRGINIAN CIGARETTES.

ALL WELL-KNOWN AND POPULAR BRANDS KEPT IN STOCK.

LANE, CRAWFORD & CO.

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OF EVERY DESCRIPTION EXECUTED AT THE OFFICES OF THE

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WHICH ARE REPLETE WITH ALL THE LATEST AND MOST UP-TO-DATE APPLIANCES FOR THE PROMPT PRODUCTION OF HIGH-CLASS WORK.

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EXECUTED WITH NEATNESS, ACCURACY AND DESPATCH UNDER EXPERIENCED EUROPEAN SUPERVISION, AT REASONABLE PRICES.

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IN ALL ITS BRANCHES.—
MACHINE-RULING, GOLD-LETTERING, MARBLING, ETC.
EXECUTED ON THE PREMISES AT THE SHORTEST NOTICE.
LAW WORK A SPECIALITY.
LEDGERS AND ACCOUNT BOOKS.
AT PRICES WHICH COMPARE FAVOURABLY WITH THOSE OF ANY OTHER ESTABLISHMENT IN THE FAR EAST.

ESTIMATES FURNISHED.

10A, DES VŒUX ROAD, HONGKONG.

DRIVEN TO DEATH by the unbearable torments of Neuralgia—piercing, torturing, nerve-destroying pains that rob life of all its pleasures. Don't let Neuralgia drive you to death. Don't let it make life miserable, intolerable. Just use LITTLE'S ORIENTAL BALM and get the speedy, sure relief that this great remedy provides. It quiets the quivering, pain-racked nerves. It stops the pain. It soothes, brings rest and peace and comfort. It is known all over the world as the great friend of Neuralgic victims—the friend of all who have aches and pains.

Sold at 1s. 4d. per bottle.

Agents for Hongkong:—
Messrs. A. S. WATSON & Co., LTD.
[414 6

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CHUNG NGOI SAN PO
(Chinese *Daily Press*),
PUBLISHED DAILY

is the oldest and still immeasurably the best Advertising medium among the Native Community.
Established for over FIFTY YEARS
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Documents translated from or into Classical or Colloquial Chinese

NEW ADVERTISEMENTS

G. R.

GOVERNMENT BILLS, ETC.

TENDERS for SPECIE and MEXICAN DOLLARS, current in this Colony, for Telegraphic Transfer on the Lords Commissioners of His Majesty's Treasury, London, up to and for the sum of £20,000, will be received by the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, until 11 A.M. on the 7th June, 1915.

The Tenders to state the total amount (in Pounds Sterling). No Telegraphic Transfer will be made for less than £100.

The Tenders to be in duplicate, and in sealed covers, addressed to the TREASURY CHEST OFFICER, ARMY PAY DEPARTMENT, and endorsed "TENDERS FOR GOVERNMENT BILLS, etc."

The right to accept or reject any or all of the Tenders is reserved.

Copies of Forms of Tender can be had on application.

"Persons Tendering for (Bills) are hereby notified that having regard to the provisions of the Acts 22 George III. Cap. 45 and 41 George III. Cap. 52, the acceptance of any such Tender is subject to the express condition that no Member of the British House of Commons shall be admitted to any share or part in or to any benefit to arise from the Contract thereby made for the allotment of such (Bills)."

"The provisions in question do not apply to Contracts entered into by an Incorporated Trading Company in its corporate capacity and made for the general benefit of the Company."

J. O'HARA, Colonel, A.P.D.,
Treasury Chest Officer.

His Majesty's Treasury Office,
Hongkong, 5th June, 1915. [639

WANTED.

BRITISHER. — Position Wanted by Experienced Correspondent; capable of controlling department.

Replies to—
E. X. PERT,
Care of "Daily Press" Office.
Hongkong, 7th June, 1915. [640

KEROSENE.

WHAT Oil do you get? and what do you pay?

Probably you tell your boy to get just "Oil" from the Compradore. Why not tell him to get

"FISH" OR "CROWN"?

It is just as easy, and you will be certain to get something good. Besides, you will pay less.

THERE IS NO BETTER OIL THAN

"FISH."

Packed in cases. Price $3.75 per case.

THE BEST OIL FOR ORDINARY HOUSEHOLD USE IS

"CROWN."

Packed in naked tins without case. Price for 2 tins, $3.50.

KUI YICK & Co.,
73, Queen's Road West.
Hongkong, 7th June, 1915. [626

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"MALTA,"

Captain C. C. Talbot, R.N.R., carrying His Majesty's Mails, will be despatched from this port for BOMBAY on SATURDAY, the 19th June, 1915, at NOON, taking Passengers and Cargo for the above Ports, in connection with the Co.'s s.s. "EGYPT," from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables and Tea and Cargo for Italy, France and London (under arrangement) will be transhipped at Colombo into the Mail Steamer proceeding direct to Marseilles and London. Other Cargo for London, etc., will be conveyed via Bombay and transhipped to the s.s. "KHYBER," due in London on the 1st August, 1915.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to—
E. A. HEWETT,
Superintendent.
Hongkong, 7th June, 1915. [1

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"KARMALA,"

Arrived Hongkong on 4th June, 1915, FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ, BOMBAY AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary before 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,
Superintendent.
Hongkong, 5th June, 1915. [1

NEW ADVERTISEMENTS

THE AYER TAWAH RUBBER PLANTATION CO., LTD.

THE Directors have declared a SECOND INTERIM DIVIDEND at the Rate of 5 per cent. (being at the Rate of Fifty Tael Cents per Share) on the Capital of the Company payable on and after June 15th, 1915, to Shareholders on record on that date.

The TRANSFER BOOKS of the Company will be CLOSED from the 11th to the 15th June, both dates inclusive.

By Order of the Board of Directors.
GEDDES & Co., LTD.,
Secretaries.
5, Peking Road, Shanghai. [641

CHEAP SALE FOR 15 DAYS ONLY.

THE Undersigned will sell at a Clearance Cheap Sale Clothing Materials comprising the following:—Japanese Silk, Satin, Taffetta, English Satin, Umbrellas, Sunshades, Towels, Velvet, Velvetin and Sundries.

H. HIPTOOLA & Co.,
13 and 15, D'Aguilar Street.
Hongkong, 1st June, 1915. [614

G. R.

NOTICE.

ALL Persons applying to the PROVOST MARSHAL for Passes are requested in future to apply between the hours of 9 A.M. to 1 P.M. and 2 to 4 P.M. daily.

Hongkong, 16th February, 1915. [292

FOR SALE.

All kinds of

FOREIGN POSTAGE STAMPS ALBUMS,
and other
PHILATELIC GOODS,
at Prices to suit any Buyers.

GRACA & CO.,
CAINE ROAD, No. 11A.
Hongkong, 1st April, 1915. [465

NEW CARTRIDGES.

BY popular English Manufacturers In all Bores and Sizes.

SMOKELESS POWDER and CHILLET SHOT. From No. 10 to SSSG, at $5, $7 and $7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 4th February, 1915. [509

FRENCH LESSONS

G. MOUSSION,

15, MORRISON HILL ROAD.

[602

A LING & CO.,

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of Every Description in Stock.

Developing, Printing and Enlarging.

Canton Marbles in Various Shades.

TELEPHONE 1219.

Hongkong, 4th February, 1915. [516

TO LET.

From 1st March.

GODOWN, No. 6, Duddell Street.

Apply— A. B. AVASIA,
Care of E. PARANJY,
No. 1, Duddell Street.
Hongkong, 2nd February, 1915. [244

TO LET.

"BISHOP'S LODGE SOUTH," No. 11 THE PEAK, Unfurnished, 5 Rooms.

"SHORNCLIFFE," Garden Road (Bowen Road level), 6 Rooms Furnished.

ONE LARGE SHOP in Queen's Road Central (opposite Hongkong Hotel).

No. 2, CAMERON VILLAS, 62, THE PEAK (Furnished).

"WOODBURY," No. 4, Hankow Road, Kowloon.

No. 1, CAMERON VILLAS, No. 61, THE PEAK, Furnished. Immediate possession.

No. 3, DES VŒUX VILLAS, 52, Mount Kellett, The Peak (Furnished or Unfurnished).

No. 25, BELILIOS TERRACE, with entrance on Conduit Road.

No. 27, BELILIOS TERRACE, with entrance in Conduit Road. In very good order.

3 ROOMS, suitable for Offices, 1st Floor, Queen's Road Central.

"WESTWARD HO," Bonham Road.

"EGGESFORD," Nos. 124, THE PEAK, Unfurnished (3 Rooms), from 1st May, 1915.

"MERION," No. 6, THE PEAK, Unfurnished (6 Rooms).

ROOMS in BEACONSFIELD and 55, ELGIN TERRACE.

"BOGATE," Austin Road, Kowloon.

No. 2, DES VŒUX VILLAS, 51, PEAK (Unfurnished).

ROOMS, suitable for Offices, on the First Floor of No. 3, Duddell Street.

No. 52, THE PEAK (5 CAMERON VILLAS

Apply to— LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 2nd April, 1915. [43

HOUSES TO LET

TO LET.

FURNISHED, including a splendid Piano, "FAIR VIEW," No. 3, Robinson Road, containing 6 Rooms, with ample Servants' Quarters.

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 1st June, 1915. [615

TO LET.

2ND FLOOR No. 1, DUDDELL STREET, for Office or Dwellings.

Apply within.
Hongkong, 1st June, 1915. [616

TO LET.

BRITISH CONCESSION, SHAMEEN, CANTON.

JUST Completing: Building of Modern Fire-Proof Structure; Electric Light and Hot and Cold Water Installation throughout. Good Office and Godown accommodation. Three self-contained Flats. Occupation end July. Inspection invited.

Apply—
T. E. GRIFFITH, LTD.,
Canton.
Canton, 28th May, 1915. [611

TO LET.

OFFICES in ALEXANDRA BUILDINGS.

Apply—
SECRETARY,
A. S. WATSON & Co., LTD.
Hongkong, 28th May, 1915. [36

TO LET.

HOUSES in "TORRES BUILDINGS" and "ROSE TERRACE," Kowloon.

Apply to—
SPANISH DOMINICAN PROCURATION.
Hongkong, 12th May, 1915. [501

TO LET.

A HOUSE at Observatory Villas, Kowloon.

Apply to—
ARRATOON V. APCAR & Co.
Hongkong, 16th March, 1915. [393

TO LET—AT THE PEAK.

NO. 2, STEWART TERRACE, Furnished and newly done up.

Apply— H. B. POLLOCK,
Prince's Building.
Hongkong, 20th January, 1915. [53

TO LET.

A HOUSE in Knutsford Terrace Kowloon.

Apply—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [45

TO LET.

FOUR-ROOMED FLATS in Hanoi Road, Kowloon, and MAY ROAD, Hongkong, with possession on or about 15th August next, English Baths and Kitchen ranges, Hot and Cold Water, Electric Light. First Class Modern Appointments throughout, including Water Carriage System.

"PENYRHEW," Minden Row, Kowloon, 6-Roomed House, with Tennis Court.

2 and 3, MINDEN VILLAS, Kowloon, 5-Roomed Houses with Tennis Courts.

FOUR-ROOMED HOUSES in Gordon Terrace and Salisbury Avenue, Kowloon.

FLATS in Nathan Road, Kowloon.

A FLAT in Humphrey's Buildings, Kowloon.

Apply to—
HUMPHREYS ESTATE & FINANCE Co., LTD.,
Alexandra Buildings.
Hongkong, 4th June, 1915. [580

TO LET.

HOUSES in CLIFTON GARDENS, Conduit Road.

OFFICES, facing the Harbour between the Hongkong Club and Post Office.

58, THE PEAK "THE RETREAT."

21, WONG-NEI-CHONG ROAD.

GODOWNS, New Praya, Kennedy Town.

GODOWNS, at Wanchai Road.

Apply, etc.,
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st April, 1915. [38

TO LET.

OFFICES in ST. GEORGE'S BUILDING Second Floor, Overlooking Harbour immediate possession.

Apply to—
SHEWAN, TOMES & Co.
Hongkong, 3rd December, 1914. [39

TO LET.

THE GROUND FLOOR of No. 6, DES VŒUX ROAD CENTRAL, occupied by Madame Gains, etc

Apply to—
DAVID SASSOON & Co., LTD.
Hongkong, 10th February, 1915. [272

QUEEN'S BUILDING.

TO LET, the South-West portion of the FIRST FLOOR, including Treasury on Ground Floor, lately in occupation of the German Bank.

GODOWN, No. 9, Ice House Street.

Apply to—
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.
Hongkong, 1st March, 1915. [35

INTIMATION

E

stands for Excellent, and anyone who drinks our E PORT, E SHERRY, E WHISKY or E BRANDY can be in no doubt that the letter E signifies excellence of a high order and good value for money. By buying in bulk from the very best firms, and bottling ourselves, we are able to give our customers better value for money than we could by importing the same thing by the case. There is an old saying "Wines mature in bottle, Spirits in cask." That is the *raison d'être* of our magnificent wine vaults, which challenge comparison with anything of the kind not only in Hongkong but the Far East. There our wines are bottled off soon after they arrive, but our spirits, except for a small stock to meet daily requirements, are kept in wood. That is why our spirits improve in quality, and spirits imported in case do not. Our customers get the benefit of that increment in value, as we charge nothing for it. We cordially invite our customers to pay a visit of inspection to our wine vaults, and satisfy themselves that the above is no idle newspaper puff.

A. S. WATSON & CO., LTD.

WINE & SPIRIT MERCHANTS.

[13

ACKNOWLEDGMENT.

MR. R. CHAPMAN begs to acknowledge his sincere appreciation of the kindness of those friends who sent flowers on the occasion of the funeral of his late wife, Annie Elizabeth Chapman.

HONGKONG OFFICE: 10A, DES VOEUX ROAD C. LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, JUNE 7TH, 1915.

TRADING WITH THE ENEMY.

IT seems a curious anomaly that bodies of alien enemies incorporated as British companies should still be allowed to exist in England. One such company has recently had the audacity to come into the British Courts under its corporate name to prosecute a claim—and it won the action. This incident has recalled attention to what Lord WRENBURY in a letter to *The Times* calls "a legal question of the first importance at the present time," namely: Can a body of alien enemies by incorporating themselves as a British corporation come into the British Courts under that corporate name and claim relief? He quotes Lord LINDLEY, the greatest living authority upon this branch of the law, as saying: "If a company duly incorporated is in fact under the control of individuals who are alien enemies it appears to me that both law and common sense require that the company itself should be treated as an alien enemy, and therefore unable to bring actions in this country so long as that control exists." Evidently the law itself is not as clear on the subject as it should be, or the case to which reference has been made above would never have been heard of. Lord WRENBURY points out that so long as the decision in this case—which he refers to as the Continental Tyre case—stands unreviewed "alien enemies who have put on a British dress can pose as loyal subjects of the King and invoke his assistance in his Courts. And if the principle of the decision is sound they can in their British dress own and sail British ships. This may be the law. But if so great an authority as Lord LINDLEY thinks it is not, the question ought not to be allowed to rest short of the ultimate Court of Appeal." The object of Lord WRENBURY'S letter is to invite the Board of Trade to take up the case and so obtain an enunciation of the principle, if it be a true principle, put forward by Lord LINDLEY, for the principle would then apply itself to varying cases. If, on the other hand, the law is not as Lord LINDLEY thinks it is, then Lord WRENBURY conceives legislation to be imperatively needed. This view of the matter commands general concurrence. The startling fact that a body of alien enemies may, as a so-called British corporation, invoke the the aid of the King in his Courts while the King's proclamation denies such privileges to them as alien enemies in their individual capacity, reminds us of the public attention which was called a couple of years ago to the practice which had obtained in Hongkong of including in the register of British Companies corporations entirely controlled by men who were not of British nationality. It would be interesting to know how many so-called British companies are now on the Hongkong register which are controlled largely, if not entirely, by alien enemies. While this question is scarcely one that affects the Colony of Hongkong—since all alien enemies have ceased to be directors of local companies—it apparently is not without some bearing on the position of those British Companies which have their head offices in the Treaty ports of China. In one or two instances in Shanghai recently British shareholders have forced the retirement of alien enemy directors, but there must be still not a few so-called British companies in Shanghai, rubber companies particularly, in the control of which alien enemies participate, and apparently there is no power, save that of the shareholders' vote, to oust them from the position. The law is something of a puzzle to the layman. We have in Hongkong an ordinance which makes the transfer of shares in companies by, or on behalf of, an enemy a punishable offence, but "enemy" in this connection has been defined broadly as a person carrying on business or resident in enemy territory. China is not "enemy territory" and, therefore, apparently, a Hongkong company may register the transfer of shares bought by an enemy subject residing in China. But if the Company refuses to register the transfer—as many companies, we understand, have refused to do—it does not seem that any means are open to an alien enemy to enforce what, in the present circumstances, he might regard as his legal right. Matters would be much simplified if trading with the enemy by British subjects in China were definitely prohibited. The result of the consideration which Sir EDWARD GREY announced a month ago that the Government was giving to the question with a view to the adoption of "more drastic measures" would seem to be overdue. Presumably the British Government is still waiting to learn whether the Japanese Government is prepared to ally itself with Great Britain in this campaign in China, as it has already allied itself in naval and military action.

Mails for Europe *viâ* Siberia close to-morrow at 11 a.m. and at 3 p.m.

The Agent in Hongkong of the Netherlands Trading Society informs us that he is in receipt of telegraphic information that a dividend of 8 per cent. has been declared by this Bank for the year 1914.

The Hon. Treasurer of the Alice Memorial and Affiliated Hospitals begs to acknowledge with thanks the following donation to the funds of the Hospitals:—

The Pharmacy $25

The arbitration award in the case of J. Huntley Silburn and the Liverpool, London and Globe Insurance Co. at Shanghai has been issued. Mr. Silburn's claim was for £4,000 and he has been awarded £3,918. The arbitrator's fee and the costs are to be paid by the Company.

A Washington telegram to a Japanese paper states that officials explain that the American Note to Japan and China was merely of a legal nature, designed chiefly to affect the phraseology of the new Treaty between Japan and China, although no difficulties were anticipated.

The *Gazette* notifies that the names of the following companies have been struck off the Register:—China Commercial Steamship Company, Limited, General Dutch-Chinese Trading Company, Limited, Yue Tong Cotton Mill Company, Limited, China Pharmaceutical Supply Company, Limited.

We note that Mr. T. L. Perkins, A.M.I.C.E., of the Public Works Department, Hongkong, has recently qualified by examination for the diploma of Associate of the Royal Institute of British Architects (A.R.I.B.A.).

A farewell tea is being given on Wednesday by the Committee of the Boy Scouts Association to Mrs. Rayner, who is retiring from the position of Scoutmaster on her departure from Hongkong. The "At Home" takes place at St. Joseph's College.

The Police were recently informed by Mr. Phelips, the Government auditor, that he had observed the body of what appeared to be a European floating in the sea at the western end of Aberdeen harbour. On Saturday the police recovered the decomposed body of a person whose nationality could not be determined off Samshuipo. It is believed that the body floated into Hongkong Harbour from Aberdeen.

The *Gazette* contains the following returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st May, 1915, as certified by the managers of the respective banks:—

Banks.	Average Amount.	Specie in Reserve.
	$	$
Chartered Bank of India, Australia and China	6,173,432	5,000,000*
Hongkong and Shanghai Banking Corporation	20,685,103	17,500,000
Mercantile Bank of India, Limited...	1,323,635	800,000†
Total	$28,182,260	23,300,000

*Sterling Securities deposited with the Crown Agents valued at $1,850,000.
†Securities with the Crown Agents £68,040.

HONGKONG TENNIS LEAGUE

OLYMPIC *v.* H.K.C.C.

Played at Kowloon on Saturday:—

Linton and Thursfield beat Higginbotham and Smith 11—0, beat Southerton and Hedley 6—5, beat Viveash and McDonald 9—2.

Cary and Faichnie beat Higginbotham and Smith 6—5, beat Southerton and Hedley 9—2, beat Viveash and McDonald 8—3.

Hall and Maas beat Higginbotham and Smith 7—4, beat Southerton and Hedley 9—2, beat Viveash and McDonald 9—2.

H.K.C.C., 74 games; O.T.C., 25 games.

CIVIL SERVICE *v.* CLUB DE RECREIO.

Played on Saturday on the latter's ground, resulting in a win for the home team by 41 games. The scores were:—Club de Recreio, 70; Civil Service, 29.

SHAMEEN MUNICIPAL COUNCIL

The following minutes of committee meetings held on the 10th and 26th May have been forwarded for publication.

Present:—Messrs. O. V. Lanning (Chairman), F. W. Carey, A. V. Hogg, G. C. Kitching, and H. Sutton.

FLUSH W.C.'S.

The CHAIRMAN stated that the matter is being gone into by Messrs. Arnott & Wood, but no report is to hand from them yet.

ACCOUNTS.

The receipts and expenditure for April were laid before the meeting and the question of transferring an amount to the credit of the Waterworks account was held over till next month.

TANKAN-BANK SEPTIC-TANK.

A letter from Dr. Reynolds was placed before the meeting suggesting that, to obviate unpleasant odours emanating from the Taiwan Bank, a pipe be made to run from the septic tank to the Back Creek, permission first to be obtained from Messrs. Thomas, Adams & Wood, representing the Hongkong Land Investment Co., to run the pipe through Lot 80.

SAMPANS.

Mr. Hogg and Supt. Alison together with Mr. Kavarana, of the French Municipal Council, attended the annual licensing of sampans at Dutch Folly and reported that everything passed off satisfactorily.

FIRE AT SHAKI.

Mr. Hogg stated that at the fire just across the Creek at San Tin Tay on the evening of the 8th instant, a party was landed from the U.S.S. *Wilmington* very promptly. The Captain is to be thanked for his assistance.

ROADS.

Mr. Carey and Mr. Sutton are to go into the question of the paths on the Back Creek and report at next meeting.

THE WAR.

HOW ENGLAND IS TO BE ATTACKED.

ALLEGED ELABORATE GERMAN PLAN.

ANOTHER AIR RAID: LITTLE DAMAGE.

RENEWED FIGHTING NEAR YPRES.

INCREASED OUTPUT OF MUNITIONS.

GENERAL.

[THROUGH REUTER'S AGENCY.]

HOW ENGLAND IS TO BE ATTACKED.

ALLEGED GERMAN PLANS

NEW YORK, June 6th.

The opinion is expressed here that Germany's attempt to delay a definite reply to the American Note is connected with the reported German plans to simultaneously attack England by air and sea.

It is proposed to send three Fleets, each consisting of a Zeppelin and four aeroplanes, to raid the south coast, the Thames estuary and Norfolk, finally concentrating on London.

The reply to America will depend on the result of the raid.

"DELIVERING THE GOODS."

INCREASED OUTPUT OF MUNITIONS.

LONDON, June 5th.

Within four hours of Mr. Lloyd George's speech at Manchester provisional arrangements were made in the city for the production of war material. It is expected that within a month all the larger firms, and, in time, all engineering firms in Manchester will be making shells day and night.

The leaders of the workers state that the men are most willing to devote their entire energies to the work of the firms. They are anxious to have the War Service Badge.

Mr. Appleton, Secretary of the Federation of Trade Unions, said all welcomed the definiteness of Mr. Lloyd George's speech, and regretted it was not made eight months ago.

CANADIANS DESIRE TO HELP.

TORONTO, June 5th.

Eight hundred mechanics have applied to go to Great Britain to make munitions.

GERMAN GASSING METHODS IN POLAND.

LONDON, June 6th.

Sir John Brunner, in a speech, mentioned that the firm of Brunner, Mond & Co. had undertaken to manufacture two chemicals for shells.

The German gassing methods in Poland, he said, differed from those of the Western front. The straw linings of trenches, timbers, and all kinds of débris were piled to make a series of bonfires on a twenty-mile front and then sprinkled with chemicals from a hose. Enormous volumes of smoke arose while the German artillery opened. Where the trenches were too near for bonfires bomb-throwers threw tin boxes into the Russian trenches. Some, which did not explode, were found to contain layers of moss with a chemical composition between, the whole emitting volumes of poisonous fumes.

ANOTHER GERMAN SPY ARRESTED IN ENGLAND.

LONDON, June 5th.

It is officially announced that another German spy, named Robert Rosenthal, was arrested as he was about to leave England after a short stay. He confessed that he had been sent by the German Admiralty to obtain Naval information.

[THROUGH REUTER'S AGENCY.]

GERMAN SOCIALISTS RESTIVE.

A MEETING OF REICHSTAG MEMBERS.

LONDON, June 6th.

It has leaked out that at a meeting of the German Socialist members of the Reichstag, speakers denounced the dearness of food and the badness of bread and complained that millers were earning huge dividends. They protested against the prohibition of meetings and the muzzling of the Press. The miners especially are hardly treated, being sent to the trenches if they complain of low wages. One speaker said if the workers submitted to such gross injustice they cannot be human beings.

COMMONWEALTH'S OFFER OF REINFORCEMENTS.

MELBORNE, June 5th.

Mr. Pearce, Commonwealth Minister of Defence, states that in addition to sending reinforcements to the front, the Commonwealth would send as many infantry brigades as they can get the men for.

Mr. Cook in the House of Representatives, asserted that Australia had not sent sufficient men to the firing-line. Every man able to shoulder a gun should go. He suggested registering every able-bodied man in the Commonwealth.

AMERICANS LEAVING GERMANY.

LONDON, June 6th.

Many Americans have arrived in Switzerland from Germany, where Americans are now openly insulted.

It is reported that the American colony at Berlin has been unofficially warned to be ready to leave Germany.

[BRITISH FOREIGN OFFICE CABLE.]

FIGHTING IN THE CAMEROONS.

LONDON, June 5th.

A telegram received from General Dobell, commanding Expeditionary Forces in the Cameroons, states that on May 29th, the Allied forces under Colonel Mayer drove the enemy from a strong position at Njok. Our losses were not heavy.

[THROUGH REUTER'S AGENCY.]

"THE TIMES" ACQUITTED.

LONDON, June 5th.

The Times has been acquitted on the charge brought against it under the Defence of the Realm Act for publishing a letter written by Major Richardson on "The need for Compulsion" without having previously submitted it to the Press Censor.

[The letter said that raw recruits were being called out in France while scores of able-bodied men in England were complacently doing nothing. Mr. Bodkin, the Treasury Counsel, said the letter was calculated to suggest to Frenchmen the absolutely false impression that complete indifference regarding the war existed in Great Britain.]

FINANCE MINISTERS MEET AT NICE.

NICE, June 5th.

The British and Italian Finance Ministers and their respective experts have already had an important interview. The final conference takes place to-day.

AIRSHIP ACTIVITY.

[THROUGH REUTER'S AGENCY.]

ANOTHER ZEPPELIN RAID.

LITTLE MATERIAL DAMAGE DONE.

LONDON, June 5th.

The Admiralty announces that hostile airships visited the east and south-east coast of England on Friday evening. Bombs were dropped at various places, but little material damage was done, and the casualties were very few.

THE RECENT FRENCH AIR RAID.

SEVERAL KILLED AT CROWN PRINCE'S HEADQUARTERS.

AMSTERDAM, June 5th.

A Berlin telegram admits that several were killed when the French aeroplanes raided the Headquarters of the Crown Prince of Germany.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

FIGHTING RENEWED NEAR YPRES.

HEAVY GERMAN LOSSES.

AMSTERDAM, June 5th.

The *Telegraaf's* Bruges correspondent reports that severe fighting has recommenced in the Ypres-Menin district and that the Germans have lost heavily, especially from bayonet attacks. The hospitals in Belgium are full of fresh wounded.

FRENCH PROGRESS.

PARIS, June 5th.
4.15 p.m.

The Germans made three violent attacks on the Souchez sugar refinery, and on the trenches to the north and south of it. All were repulsed with heavy losses, and the French remain masters of the positions taken.

We carried a German position to the north-west of Cabaret Rouge, south of Souchez.

AMSTERDAM, June 5th.

A Berlin *communiqué* admits that the French hold the Souchez refinery.

THE FIGHT FOR "THE LABYRINTH."

CONTINUES UNCEASINGLY.

PARIS, June 5th.
12.50 a.m.

A *communiqué* says:—

North of Arras our progress resulted in our securing two-thirds of the village of Neuville.

We gained 450 yards inside the Labyrinth fortification, where fighting continues ceaselessly.

The artillery duel over the whole sector of North Arras was most violent.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

RUSSIAN AND GERMAN FLEETS EXCHANGE SHOTS.

PETROGRAD, June 5th.

An official announcement says that a strong German Fleet appeared in the middle of the Baltic Sea and exchanged shots with the Russian warships near the Gulf of Riga.

THE TORPEDOING OF THE "GULF LIGHT."

GERMANY APOLOGISES.

WASHINGTON, June 6th.

Germany has apologised to the United States for the accidental torpedoing of the *Gulf Light* and agrees to pay compensation.

THE KING OF GREECE.

ATHENS, June 5th.

The King undergoes an operation to-day for the removal of a rib or ribs.

LATER.

A portion of the King of Greece's tenth rib has been removed, giving some relief.

CANADIAN CROPS.

WINNEPEG, June 5th.

The Crop reports are excellent, especially those relating to wheat, barley and oats.

DEATH OF A FRENCH STATESMAN.

PARIS, June 5th.

The death is announced of M. Camille Pelletan, a former Minister of Marine.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

THE DARDANELLES OPERATIONS.

COMBINED ASSAULT ON TURKISH POSITIONS.

LONDON, June 6th.

The Times correspondent at Mitylene says the combined general attacks on the Turkish positions in Gallipoli began on the 4th inst.

TURKISH TROOPS FOR CONSTANTINOPLE.

PETROGRAD, June 5th.

The Russians have discovered large withdrawals of Turkish troops and artillery from the Caucasian front. The best regiments are being transferred to Constantinople.

[BRITISH FOREIGN OFFICE CABLE.]

OPERATIONS IN MESSOPOTAMIA.

BIG SUCCESS AT SMALL COST.

LONDON, June 4th.

Following is a summary of the Secretary for India's communication respecting the operations in Messopotamia:

After successfully dispersing hostile columns which, as previously announced, recently threatened us on the lines of the Euphrates and Karun Rivers, a combined Naval and Military attack was organised on May 31st against the remaining hostile force north of Kurna.

Our troops, partly wading, and partly in boats, executed a skilful turning movement. Our artillery soon silenced the enemy's guns, the excellent practice of the Naval guns and Territorial battery being specially conspicuous. The heights occupied by the Turks were soon seized, and the enemy fled, leaving three 16-pounders complete with ammunition, and nearly 250 prisoners in our hands.

After harmlessly exploding several mines in a river bed and on land, we continued our advance on June 1st, but found that the enemy had hastily evacuated his camps at Barhan and Ratta, leaving many tents standing. He was observed retreating in steamers and native boats which were speedily pursued by our naval flotilla. By the evening of the 1st we reached a point five miles north of Ezra's Tomb and some 33 miles north of Kuarna. The Turkish steamer *Bulbul* was overtaken and sunk.

We captured two large lighters one containing three field guns, ammunition and mines; we also captured several native craft and about 300 prisoners. The pursuit was continued by moonlight.

Our casualties were trifling, about 20 in all.

ITALIAN FRONT

[THROUGH REUTER'S AGENCY.]

AUSTRIAN TROOPS HURRYING TOWARDS ITALY.

LONDON, June 6th.

It is stated at Geneva that the Austrians are hurrying troops and heavy artillery towards Italy from the Carpathians and Styria.

[Cablegrams received on Saturday, and published in an "extra" on Sunday, will be found on page 6.]

HISTORIC BATTLE SPOT.

MINED, TRENCHED, AND SAND-BAGGED EVERYWHERE.

On no battle spot in history, telegraphs the special correspondent of the *Daily Mail* from Northern France, has fighting been more terribly concentrated than Hill 60. Hill 60 itself is not more than 200 yards in length. It is mined, trenched, and sandbagged everywhere. Some of it is also concreted. The French lost many men there earlier in the war.

Perhaps at no moment in the war have men fallen in greater numbers on any small space than when our machine-guns caught the Germans in their first counter-attack. The smallness of the area makes it, of course, a perfect target for artillery; hence a great part of our losses. The access of fury on the part of the German artillery ceased as suddenly and as completely as it began. What the reason may be is uncertain—possibly it was the exhaustion of the supply of ammunition; but after the terrific bombardment of Ypres, which may be said to exist no longer, and the firing of 175 shells into the town within the day—the Germans ceased gun-fire altogether, and for long intervals the calm at the front was as thorough as had been the tumult.

A dozen or so regiments will have glorious memories of the fighting. The Canadians were specially commended in a message from Sir John French for the speed and precision with which they dug themselves in after charging. In a considerable force which occupied a very hot corner their trench and "sandbag" work was so good that they suffered only six casualties.

PRISONERS IN GERMANY.

INSPECTION OF CAMPS.

AMSTERDAM, April 29th.

According to the semi-official *North-German Gazette* the American and Spanish Ambassadors recently visited the war prisoners' camps in Germany.

A Reuter's message says:—The American Ambassador, Mr. Gerard, paid a two days' visit to the camp at Gottingen, where numerous British prisoners are lodged, and attended a British festival. Mr. Gerard, Mr. Jackson, and other Americans are stated to have declared that the accommodation in the camp is exemplary. The sanitary arrangements proved to be excellent, and the prisoners are well cared for as regards bodily and intellectual comfort. Several professors of Gottengen University are giving lectures to the prisoners on the war, its causes, and the attitude of the Powers, especially Great Britain.

The spirit among the Gottengen prisoners is, according to the American witnesses, better than at other camps. The Americans who visited the other camps declare that the conditions are everywhere satisfactory. There is nowhere exaggerated luxury, but the treatment is humane.

The wife of an officer interned at Burg, near Magdeburg, sends to the *Times* the following extracts from her husband's letter:—

"Will you send me some carboard plates, as we have none given us for either breakfast or supper. I do try to keep fit, but am as weak as a kitten; we all are. It is only to be expected with this life. I find after half-hour's walk up and down the yard I am quite tired out, but one will soon pick up again when free. I sometimes wonder if I shall ever quite get over this experience."

The correspondent remarks that her husband was unwounded, and one of the strongest men and unusally fit and hard when he was captured.

A correspondent who was lately in Heidelberg writes:—

The town is overcrowded with wounded; 36 hospitals, and the streets are filled with one-armed and one-legged, as well as with others with horribly mutilated faces. One afternoon I saw 300 each with a missing arm or leg. The uniforms are of every kind, often coat and trousers not matching. Coats unlined and not hemmed. There seems to be enough food, but very bad.

The Russian prisoners are being made to slaughter the pigs. There were 60 Alsatian civil prisoners working on the new station. I believe they were suspected of French sympathy. The French wounded were well treated and on arriving were not molested by anyone (I saw many coming from the station in street cars—no horses, no motors). The depression is too awful, although the Germans seem convinced that the final victory will be theirs, and it is good to be in a cheerful place again. Just before I came away I was in a street car in which were nine one-legged soldiers! I know two wounded officers who are still lame, but are returning to the front as motor drivers. People are giving exquisite old copper and old bronzes to be melted down, as metals are becoming so difficult to obtain.

THE CODE CABLING QUESTION AND "PLAIN LANGUAGE."

The Times of April 30th says:—

Anything more utterly absurd than the "explanations" vouchsafed on Wednesday by the Postmaster-General and the Assistant Postmaster-General in the House of Commons, when tackled on the subject of the restrictions still imposed on code-cabling, cannot well be imagined. Mr. Hobhouse can only produce one reason for not extending the official sanction beyond the seven codes at present permitted to the further half-dozen urgently asked for by the commercial community. We quote from the official report:—

The clerk who sends the cable gets accustomed to the use of one particular code, and sends the telegrams with comparative ease, and eventually quite as easily as a plain-language telegram. But if that clerk has constantly to use different codes, his powers of transmission are enfeebled, and he is not able to deal so rapidly with telegrams for a large number of firms.

How, then, does Mr. Hobhouse suppose that business with all these codes and more was done before the war? Anybody at all acquainted with the actual procedure knows, of course, that "this will not do," and that the alleged clerk is a myth. But Captain Norton could do no better. His sole contribution was that the number of codes could not be increased, "seeing that we are at war and the question of the protection of the realm should be paramount." We all know that, but what is the connexion? Ministers are treating the public and the traders like children over this matter, and merely making themselves ridiculous. We regret to have to use such "plain language," but it is mildness itself to the racy vernacular which reaches us from business men who really understand the subject.

"AERIAL DREADNOUGHTS."

On the East Russian front good work has been done by large aircraft of the Illy-Murometz type, one of which threw fifteen large bombs into the enemy's quarters at Plotzk. Some of these missiles fell into German barges on the river, and others among the transport drawn up in the market square of the town. Two more aeroplanes of this type attacked the station at Mlava and the German aerodrome at Sannakakh, each of them throwing explosives of a total weight of fifteen poods. These "aerial Dreadnoughts," as the Russians call them, flew at a great height and suffered no damage from the eager fire of the enemy.

PRISONERS OF WAR.

THE RESPONSIBILITY OF THE KAISER.

A recent contribution by the Author of "The Letters of an Englishman" contributed to the *Daily Mail* says:—

Of all the tragedies forced upon us by the war there is none that fills us with a deeper feeling of helpless hopeless despair than the tragedy of our solders imprisoned in Germany. To they alone the bitter gospel of hate may be preached in a grimly practical fashion. Upon them alone the Germans may void their illomened spleen without any fear of immediate punishment or reprisal. That it is an act of cowardice to ill-treat or insult a defenceless captive is not likely to still the tongue or stay the hand of a German officer. The news which comes to us from witnesses of truth disquiets us more bitterly than rumours of defeat. Death in the field is a thousand times easier to bear than a deliberate policy of cruelty and abuse.

The Germans, we are told, employ all the refinements of brutality in their treatment of British prisoners. The miscreants who mutter "God punish England" as a greeting to their friends gladly anticipate what they pretend to believe is the purpose of the Deity. A distinction is made everywhere between the English and the other Allies. The French and the Russians are treated with some poor show of courtesy. "Schweinhund" and "Verdammte Kerl" are the pleasant terms thrown at our miserable soldiers. To the English again are assigned the filthiest and most degrading tasks which a large camp of prisoners makes necessary, and at the smallest sign of protest or reluctance our countrymen are kicked or thrashed in accord with the familiar tenets of German culture.

CONTINUAL ANXIETY.

We would that we could believe the reports false or exaggerated. Alas! the evidence is only too clear. Sir Edward Grey, always a witness of moderation, removes the very possibility of doubt. "We have from time to time," says he in his Note to America, "received most terrible accounts of the barbarous treatment to which British officers and soldiers have been exposed after they have been taken prisoners, while being conveyed to German prison camps. Some evidence has been received of the hardships to which British prisoners of war are subjected in the prison camps, contrasting, we believe, most unfavourably with the treatment of German prisoners in this country." Nor does it seem that any redress is possible. The Germans refuse that inspection of prison camps by a neutral observer which we readily granted to them. What is left to us, then, but to think the worst and to confess our powerlessness? Sir Edward Grey admits the harrowing uncertainly. "We remain in continuing anxiety and apprehension," he says, "as to the treatment of British prisoners of war in Germany."

This inhumanity of the Germans, this determination to take a speedy revenge on unarmed men should strengthen our arms and inflame our courage. Only by a decisive victory can we save our imprisoned compatriots from the wanton savagery of their oppressors. At home in the workshops, abroad in the trenches we must and we shall hasten the hour of deliverance. Meanwhile we are confident that our unhappy soldiers imprisoned in Germany will face both hardship and insult with unflinching bravery and tranquil dignity. They are not likely to shame their gaolers into decency. They must bear whatever is put upon them without complaint, and take comfort in the thought that the hour of settlement shall surely come.

IMITATION OF NAPOLEON.

The German Emperor, in his amiable policy of torturing captives is an imitator, conscious, no doubt, of the great Napoleon. As he cannot match that man of genius in the field he falls back upon a sedulous mimicry of his vices. He resembles the poor poetasters who some years ago thought that if they drank too much absinthe they might catch a whiff of Verlaine's inspiration. And in emulating Napoleon's cruelty he set before him a monstrous example. There is no darker blot upon the Corsican's reputation than his ill-treatment of prisoners of war. He too marched the English soldiers, whom he had taken upon the battle-field, thirty miles a day, bootless and hungry; he too locked them up at night in barns, unroofed or sodden with mud; he too in sold weather gave his victims no better bedding than wisps of straw, in which "they enjoyed what warmth they could, making it into ropes, and twisting it round their exhausted limbs and bodies."

So long as Napoleon was master of Europe his dungeons were places of the vilest oppression. If Verdun was in one aspect a kind of Alsatia in which British officers were fleeced by sharpers from Paris, it was also, so long as the infamous Wirion had command of it, a den of infamy and corruption. To make the acquaintance of the subterranean caverns of Bitche was to plumb the depths of human misery, and he was lucky indeed who was not betrayed by spies or made the dupe of some *agent provocateur*.

OUR MORAL SNOBBISHNESS.

That such enormities as these are not committed in Germany we have no means of knowing. The Germans hide their prison camps from neutral eyes. We have nothing to hide. It is our reproach that we err on the other side of leniency. To defend the luxury of Donington Hall, where a servant is allotted to every three German officers is impossible. It is the mere vulgarity of benevolence, it manifests a shameful desire to "suck up," as school-boys say, to our adversaries in which no Englishman can take pride.

In an outburst of moral snobbishness we proclaim our careless generosity to the world and are accounted fools for our pains. On the other hand we would not by a word advocate reprisals. It were inexcusable to emulate the brutality of the Germans. The treatment of our prisoners should be adequate and humane. We become ridiculous when we offer them comforts denied to our own soldiers. And as for the German Emperor, who has allowed British prisoners to be most barbarously entreated, we shall make due reckoning with him when the terms of peace are signed. Upon him alone lies the responsibility. From him shall be exacted the penalty.

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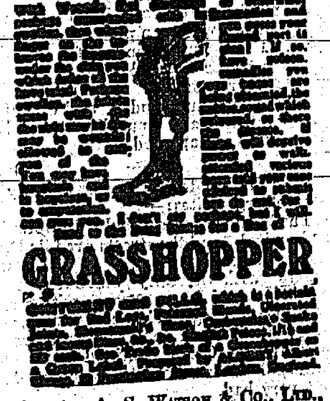
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Mr Pringle
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THE WAR.

The following Cables were received on Saturday evening and issued in our Early Morning Extra yesterday.

FRANCO-BELGIAN FRONT.

[THROUGH REUTER'S AGENCY.]

PREMIER AT THE FRONT.

SPLENDID OVATION ACCORDED HIM.

LONDON, June 4th.

Reuter's correspondent at the British Headquarters reports that the Rt. Hon. A. Asquith, the Premier, paid a visit to the front for a few days in company with Field-Marshal Sir John French and obtained a comprehensive idea of the British Army on active service. He travelled about in a fast motor-car, and everywhere met with an ovation.

Soon after setting foot in France he was taken to the top of a high eminence to view the great sweep of the British front. The weather was clear, and a wonderful panorama lay stretched before him. A wriggling line of upturned earth marked the course of the enemy's trenches, and the ruins of Ypres gleamed in the sunshine. Here a pall of smoke hung as occasional shells burst with a flash followed by a dull boom, and flecks of dark smoke marked falling howitzer shells.

Mr. Asquith examined through glasses all that lay spread out before him and followed the details on the map, being particularly interested in the ridge from Messines to Wytschaete.

APPRECIATION, CONGRATULATION, AND GOOD WISHES.

That afternoon the Premier reviewed one of General Pulteney's brigades, which was drawn up in the form of a hollow square. Standing in the middle of this, he delivered a brief speech of appreciation and congratulation on the splendid bravery which they had shown, and wished them the best of luck. The men cheered repeatedly, waving their caps and rifles in the air.

There was a renewed ovation when Mr. Asquith proceeded to the hospital, where he delighted the patients with a sympathetic word. He expressed himself as extremely pleased with the perfect arrangements for the treatment of the wounded.

AN AMUSING INCIDENT.

He was much amused by the "Tommies" waiting their turn for a warm bath at the Brewery, shouting and plunging in the steaming tubs like schoolboys. Recognising the visitor, the men jumped out and surrounded him, giving cheer upon cheer. Mr. Asquith was visibly moved, though the humour of the situation soon changed the mood to one of hearty laughter, in which all joined.

On another day, Mr. Asquith inspected the Headquarters Flying Corps, and watched with admiration the agility of the aviators in performing their wonderful evolutions.

Mr. Asquith also saw the actual working of the Convalescent Homes and the Red Cross Detachments. He found that an astonishing spirit of optimism prevailed, and that the patients were progressing splendidly in the beautiful weather.

A DRAMATIC INCIDENT.

As he moved hither and thither receiving the greetings of the different troops *en route*, a dramatic incident occurred, when he was approaching the Indian lines. A great welcoming fanfare was sounded by Indian mounted trumpeters wearing yellow turbans and bushy beards. Behind their lines the lancers were drawn up, and he passed through great lines of lances glistening on each side of the dusty road as far as the eye could see. Then the Gurkhas continued the line in their curious wide-brimmed straw hats, their kukhris gleaming at their sides. Next came the Sikhs, Pathans, and Dogras, some from the trenches and others going to take their places in the trenches. British infantrymen, also, were there, together with men of the Canadian contingent, mounted and on foot, and of other regiments famed for their fighting at Neuve Chapelle, Hill 60, and Ypres, forming straight lines with bayonets fixed.

PREMIER INTENSELY INTERESTED.

The splendid bearing of the men reflected an extraordinary feeling of confidence in the ability of the soldiers of the British Empire. Needless to say, the Premier was intensely interested, and he frequently spoke to the men and their officers. It was noticed that some Scottish regiments swinging along the road made a deep impression upon him.

Finally came a memorable meeting with General Joffre, M. Foch, and M. Millerand at Sir John French's house and a half hour's conference.

BATTLE WAGES TO AND FRO.

BRITISH AND GERMANS ADVANCE AND RETIRE.

PARIS, June 4th.
11.55 p.m.

Field-Marshal Sir John French reports the capture on the night of May 30th of some outbuildings and grounds round the ruined Chateau Hooge, three miles east of Ypres. Our trenches there were subjected to a heavy bombardment, and fighting on a small scale has been continuous. At one time we were forced to evacuate the buildings, but last night we recaptured them.

North-east of Givenchy last night we expelled the enemy from their trenches for a distance of 200 yards, taking 48 prisoners, but we were unable to retain the trenches after daylight owing to the enemy's fire.

[THROUGH REUTER'S AGENCY.]

THE TERRIBLE TERRITORIALS.

"ALMOST A LUST FOR BLOOD."

LONDON, June 4th.

The *Morning Post's* representative in France pays a tribute to the Territorials, who, he says, possess qualities which the Regulars have in smaller measure, namely, a determination, which amounts almost to a lust for blood, that has surprised even their commanders. During the comparative lull along the British front the Territorials have managed to pick up a "scrap" here and there, and are always impatient to advance before they receive the signal to do so.

FRENCH MAKE FURTHER GAINS.

AROUND SOUCHEZ AND AT "THE LABYRINTH."

PARIS, June 4th.
4.50 p.m.

A *communiqué* states that in the battle round Souchez the French have made further gains, including prisoners and three machine-guns.

They have also made fresh progress at "The Labyrinth."

PARIS, June 5th.
1.50 a.m.

An official *communiqué* announces that the fighting continues north of Arras and the French are still progressing. They captured a trench and some prisoners north of Souchez, and advanced a hundred yards in "The Labyrinth," south of Neuville.

"THE LABYRINTH."

ZOUAVES INSIDE "DEALING WITH" THE ENEMY.

LONDON, June 4th.
2.45 p.m.

The special correspondents in France state that the French are at present engaged in furious hand-to-hand fighting in a circumference in France some twelve miles north of Arras.

The so-called "Labyrinth," which an official *communiqué* says they penetrated, is a maze of trenches and redoubts embracing an area of two square miles with miles of underground workings east and south of Neuville. The Zouaves are now inside dealing with the detested Bavarians and the Rhenish Prussians. "The Labyrinth" is the last of the first-class German strongholds lying between the French forces and Vimy, which is the last barrier to Lens.

The French cavalry have been busy cutting off isolated parties of the enemy.

RUSSIAN FRONT.

[THROUGH REUTER'S AGENCY.]

THE FIGHTING IN GALICIA.

THE GERMAN VERSION.

AMSTERDAM, June 4th.
10.00 p.m.

A Berlin *communique* reports: After fighting we reached the villages to the east of Przemysl. The booty has not yet been surveyed. General Von Der Marwitz stormed the heights on both sides of Mysiatycze and General Von Linsingen is on the point of crossing the Lower Stryj.

AND THE RUSSIAN.

PETROGRAD, June 5th.

An official *communiqué* states that the Russians have gained fresh successes in Galicia. On the left bank of the Lower San they are continuing to drive back the enemy, who are retreating in disorder to the west of Rovdnik. The enemy's attacks between Przemysl and the Dniester have been repulsed with enormous losses.

THE ITALIAN FRONT.

[THROUGH REUTER'S AGENCY.]

"FLUCTUATING ACTIONS."

ITALY CHECKED AT THE ISONZO RIVER.

ROME, June 5th.
4.10 a.m.

An official *communiqué* says: Our offensive at the Isonzo River is encountering great difficulties. The ground is seamed with formidable entrenchments, numerously manned and gunned. After fluctuating actions throughout the 3rd instant the summit of the slopes of Montenero remained in our possession. We have brought up re-inforcements in order to obtain a decision.

Elsewhere the advance continues.

THE NEAR EAST.

[THROUGH REUTER'S AGENCY.]

TURKEY'S TROUBLES.

TROOPS DESERTING IN MASSES.

LONDON, June 4th.
2.45 p.m.

Opinion in Cairo is reported to be greatly impressed by the withdrawal of the bulk of the Turkish troops from Sinai and Syria to the Dardanelles.

It is reported from Athens that these troops are deserting in masses, especially since the British submarine activity in the Sea of Marmora.

NAVAL ACTIVITIES.

[THROUGH REUTER'S AGENCY.]

THE "BLOCKADE" OF BRITAIN.

A WEEK'S FIGURES.

LONDON, June 5th.

The Admiralty report that during the week ended June 2nd eight British merchantmen were submarined. There were 1,382 arrivals and departures in the same period.

STEAMER TORPEDOED OFF THE LIZARD.

LONDON, June 5th.

The steamer *Indium* has been torpedoed and sunk off the Lizard.

The crew of forty were saved.

GENERAL.

[THROUGH REUTER'S AGENCY.]

SUCCESS IN THE CAMEROONS.

LONDON, June 4th.
10.10 p.m.

The Press Bureau announces that Brigadier-General Doboll, of the West African Frontier Force, in the Cameroons reports that the Allies drove the enemy from strong positions in Njok. Our losses were not heavy.

ESPIONAGE IN ENGLAND.

PRISONERS SENTENCED.

LONDON, June 4th.
10.10 p.m.

Muller and Hahn have been found guilty at the Old Bailey of espionage. Muller has been sentenced to death by shooting, and Hahn has been sentenced to seven years' penal servitude.

[The prisoners were associated with Kulpferle, who hanged himself in his cell during his trial for transmitting information to the enemy in invisible ink. The prisoners were indicted before the Lord Chief Justice, and the trial was conducted *in camera*.]

FRANCE HONOURS BRITISH SCIENTIST.

FOR HIS ANTI-TYPHOID SERUM.

PARIS, June 4th.
2.45 p.m.

The Institute of France has awarded a special prize to Sir Almroth Wright for the invention of anti-typhoid Serum, as, not being a Frenchman, he is ineligible for the prize of £4,000 (100,000 francs) for the most remarkable discovery of the year.

[Sir Almroth Wright, M.D., F.R.S., is the author of the system of anti-typhoid inoculation, the system of the therapeutic inoculation for bacterial infections (vaccinotherapy), and of methods for measuring the protective substances in human blood.]

PREPARING FOR THE WORST.

NO EXEMPTIONS FROM THE DUTCH LANDSTURM.

THE HAGUE, June 4th.
10.00 p.m.

An important new Bill has been prepared by the Dutch Government extending the Landsturm regulations to all those males who have hitherto been exempted from military service.

HOLLAND PROHIBITS EXPORT OF RAW COTTON.

LONDON, June 4th.
2.45 p.m.

Holland has finally prohibited the export of raw cotton.

THE AMERICAN NOTE READY.

WASHINGTON, June 4th.
4.10 a.m.

President Wilson has finished his Note to Germany and it will probably be dispatched to-day.

SUSPENSION OF RE-ELECTIONS BILL.

ASSENTED TO BY THE KING.

LONDON, June 4th.
10.00 p.m.

H.M. the King has assented to the Suspension of Re-elections Bill, rendering it unnecessary for the new members of the Cabinet to be re-elected by their constituents on taking office.

ADMIRALTY CHANGES.

LONDON, June 5th.

The Duke of Devonshire replaces Mr. George Lambert as Civil Lord of the Admiralty.

ROUSING THE WORKERS.

MR. LLOYD GEORGE'S CAMPAIGN.

LONDON, June 4th.
7.35 p.m.

The Rt. Hon. D. Lloyd George, the new Minister of Munitions, had another great reception when addressing the munition workers at Liverpool. He declared that the issues and perils before the empire are great and that nothing can pull us through but the united efforts of every man in the Empire.

Never before had our troops shown greater courage and endurance, and it would be horrible to think that they should fall owing to our neglect.

He emphasised the fact that Manchester's response yesterday to his appeal was gratifying and he was confident of the same ready response being received from the other industrial centres.

He had never doubted where victory would rest in the present struggle, but it would come sooner with the recognition of the difficulties that were to be faced and with the united effort of all for the empire.

THE ALLIES' OBJECT.

TO SMASH UP THE ENEMY'S EFFECTIVES.

[BY COL. F. N. MAUDE, C.B., IN "THE EVENING STANDARD."]

I confess I find it hard to understand the mental attitude of the public as gauged by the daily papers. Ever since the condition at the front have allowed it, the Allied Staffs have been playing a consistent and well-thought-out strategic game, winning one trick after another without a single check.

It is true that there have been days when it seemed as if the last player in the deal could hardly over-trump the cards already out, but in the end of that particular rubber the big trump has always been produced and the trick scored by the Allies; and in the last deal, the rubber of which we may consider to have begun with the capture of Hill 60, it is clear that we have drawn from the enemy's hand a very big trump indeed. I am inclined to think it is the biggest remaining in the German pack.

For months our whole object has been to compel the enemy to disclose his last reserves, and to force him to expend them under conditions of our own arranging.

The combined pressure of our attacks at Les Eparges, in the Vosges, at Dreigrachten, and Hill 60 sufficed to convince the enemy that the forces he had already on the Western frontier could no longer enable him to hold his line without reinforcements; consequently, in order to meet the need daily becoming urgent, he has been made to concentrate all the men he could possibly spare, after meeting his pressing necessities in the Eastern area, upon Belgian ground, for the great effort he must make to hurl back his assailants and break their lines.

WHAT WE HAVE DONE.

All the intelligence that came through from neutral countries pointed to the gathering of 250,000 to 500,000 troops, an estimate that seems quite excessive under the circumstances, And since, as I explained in my last article, the German doctrine of war lays down as the first axiom of success the concentration of every man, horse, and gun at the decisive point, it is only a legitimate inference that arrangements were made by the enemy to fling the whole of their available masses against us in our positions around Ypres.

But not more than some 150,000 at the most appear to have been engaged against us during the whole duration of the struggle: hence it follows either that 150,000 is the best they have to give in the way of numbers, or that the work of our airmen on their railway communications was successful in cutting their Western Army practically in half, thus enabling us to deal with them in detail.

What we have done we can repeat, and this makes, or should make, it evident that we now have the game in our hands, as we shall (it cannot be too often insisted upon, for it scarcely seems to have penetrated the public consciousness even now) exert pressure at any time and place which will induce the enemy to concentrate and attack, and then, as soon as he has developed as much force as we consider we can deal with, we can cut off further reinforcements and overwhelm the fraction immediately before us.

"ECONOMY OF FORCE."

Whether in this process our line fluctuates backwards or forwards matters but little; we are not yet aiming at the occupation of territory, but at the destruction of the enemy's effectives. As I have written before, whether we bury them on one side of a fence or on the other is quite unimportant; the only strategic mistake we can now make would be to disregard the Napoleonic doctrine of "The Economy of Force," and to allot more men than are necessary to the accomplishment of each particular task.

Unfortunately, the temptation to adopt this course is always great. Men hate giving up even a yard of ground they have conquered, and if they feel they have been committed locally to efforts almost beyond their strength, they are apt to lose sight of the advantages secured at another time and place by the use of the troops which they might think should have been brought up to their support.

It is happily the fact that so far our men at the front are still full of the spirit of "the fewer, the greater glory"; but the greater glory implies heavy casualties, and the people at home when they see the names of sons and husbands and lovers in the official lists often may forget that their own men have fallen that many thousands of others may live, and the country be free from the barbarous cruelties of the Germans.

They (the home people) believe that by massing more men to the one point, wherever it may be, the lives of the individuals in whom they are interested might have been saved: and *possibly* they might. *But* overcrowding men in the fighting line is the surest road to defeat, as the Germans have found out many times during the present war, without, however, learning much by their drastic punishments.

DANGER OF NUMBERS.

Ever since the war began, the directing organs of all the Allied Armies have shown that they do possess this power of gauging the capacity of their troops for the particular struggle they might have in hand, to an extraordinary degree. Exactly opposite has been the case on the other side, where too many men at the decisive point has led to holocausts of slaughter, too great for the survivors to face, both in the East and the West; and if we possessed no other advantage over the Germans but the superior faculty of judgment in these matters, I should feel no doubt of the final result, even as against equal numbers.

But now the numerical advantage is so very decidedly with the Allies that the best use we can make of our superiority is to force on the enemy a further dissemination of his troops, by working round his flank wherever the opportunity offers itself.

According to the *Berliner Tageblatt*, the Saxon Ministry of Public Instruction several months ago decided to exclude all children of enemy aliens from school. The Municipal Council of Dresden, which petitioned against this decision, has received a negative reply, the Ministry regarding the exclusion of such children as demanded by German self-respect(!)

HILL 60 AND AFTER.

HEART-STIRRING STORIES BY THE WOUNDED.

HISTORIC FIGHTING.

"It is like nasturtium seeds," said one of the wounded British soldiers, describing the smell of the poisoned shells. "A little of it is rather sweet, but more is overpowering and sickly. It makes the eyes smart. For miles the country reeks with it." Another called it "an awful smell; makes you cough and your eyes run, I should say a lot of it would make you giddy." A third likened the sensation to ether. "It burns the eyes," he added, "so that you cannot see; the ground was a regular misty colour." While a fourth testified that the fumes were like those found near a gasworks; but they came over with clouds of smoke, and when he put vaseline on his burning eyes it only made matters worse.

These are impressions of some of the forty wounded just arrived in London hospitals from Hill 60 and after. As the war goes on the spirit of the wounded is ever more admirable. Few are as wordless as a Cameron Highlander: "Terrible fighters the Germans; they won't face the bayonet, though." He resumed his novel, said he was going out again soon, and looked beaming.

Two of the Victoria Rifles (9th London) gave an account of Hill 60. "The people who really were in charge," said one, "were the West Kents and the King's Own Scottish Borderers. They were relieved later by the Duke of Wellington's and the Yorkshire Light Infantry, who held the trenches. The day after the trenches were taken we were brought up from Canvas Town into Ypres. The Germans started shelling Ypres with the biggest shells over used in war. We were put in cover by a railway embankment, with a hedge on one side. We lay there the whole day. That night we moved into dug-outs."

TERRIBLE SCENE.

"Half our battalion," continued the other, "were just behind the hill, and the remainder farther back in dug-outs. On Tuesday, the 20th (I think it was), at 4.30, afternoon, the Germans opened fire on us, all their guns concentrated on the hill and the approaches.

"After dark we were ordered to carry up ammunition and grenades. When we went up Hill 60 under shrapnel we were met by streams of wounded men and men with stretchers; trenches were knocked in; we had to walk among dead and wounded all the way. We reached the firing trench to find it filled with wounded, dying and dead. We proceeded into the crater, where the Bedfords were holding the first line. The crisis being so urgent, our men were kept, and fought all night. Everyone took it wonderfully coolly. It is impossible to describe the sensation. You see so much; it is so continuous; shells bursting all round. The railway cutting at night was lit up with bursting shrapnel. In the morning we were relieved by the Devons, and without leaving the hill we went a little way back in support. We stayed there till Thursday, when we were relieved by a Highland regiment, and we came back to Ypres expecting a rest. We were just going into huts when we saw a certain commotion on the road. Nobody took much notice. It was the French falling back. We turned out and advanced over fields in the direction whence they came.

"Next day (Friday) our brigade made an attack north of Ypres to regain some of the trenches. It was thrilling to watch at attack developing. I saw it from the canal bank—line after line of soldiers crossing open ground under a hail of shrapnel. We went up with ammunition, then we were withdrawn to have some rest. We were utterly done up. We lay down in extended order, and it was then I got a bullet wound in the shoulder. When we came down from Hill 60, and before we know anything about the Algerians' retirement, we were addressed by General Smith-Dorrien, who described Hill 60 as a glorious victory. He praised our battalion in unmeasured terms.

CANADIANS' STORIES.

Private McFarlane, of the Canadian Royal Highlanders (whose "nasturtium seed" comparison is quoted above), says that when the French retired the Germans poured into their trench: "We had to clear them out, which we did at once. We were spoiling for a fight. We got heavy cross-fire from the Germans, and on Friday night retired about a mile and dug ourselves in. On the Saturday morning the Germans had an aeroplane overhead directing their artillery. They had an immense number of guns. My respect for their artillery is greater than before."

Private Fox, of the 10th Canadians, speaks of the orders which led to the wonderful "saving of the situation":—"Our colonel told us that 1,000 yards away there were Germans in possession of our third battery, and that it was up to us to capture that district that night and not to allow artillery or any other fire to stop us. We started off to attack the enemy. We did not know where they were, but they knew we were coming and simply mowed our fellows down. I got to the edge of the woods where they were supposed to be and came across quite a batch of Germans, taken prisoners. I was hit in the hand, by a poisonous shell. I knew before I left the field we had got the guns."

THE DEVELOPMENT OF THE SUBMARINE.

100 DAYS IMMERSION POSSIBLE.

It was announced from New York that Mr. Edison had perfected at his laboratory at East Orange, New Jersey, a new form of storage battery for submarines which will do away with the chief danger now existing in the operation of under-water craft—the danger of chlorine poisoning.

The only metals in the new batteries will be nickel and steel, the lead being dispensed with. A solution purifies the air of the submerged vessel, absorbing the carbonic acid gas exhaled from the lungs.

It would therefore be possible for a submarine so equipped to remain under water 100 days without danger of asphyxiation to the crew. The new battery has been accepted by the United States Government, and will be installed in the new American submarine, *L 8*, now under construction at the Portsmouth Navy Yard.

BRITAIN VINDICATED.

A PLEA FOR COMMON-SENSE.

The *Neue Freie Presse*, Vienna's leading newspaper, published in its issue of April 25th a remarkable article by "A Member of the Austrian House of Peers." It is entitled, "Austria-Hungary and England. The author enters a strong protest against the efforts being made, obviously from the German side, to inflame the Austrian people against this country, and he presents the British case with a degree of candour and honesty which is singularly refreshing after the turgid outpourings of partisan German professors. The *Neue Freie Presse* publishes the article of "our highly esteemed contributor" with the reservation that "we cannot identify ourselves with all the points he raises."—Nevertheless, the fact that it was printed at all in the principal Vienna journal is a significant and encouraging fact. After referring with approval to a recent article in the *Berliner Tageblatt* by Count Monts, who had also condemned the parrot-cry of British perfidy, the writer proceeds:

It is so much easier and more pleasant to join in the general chorus, and, when possible, to outdo the conductor in violence, than to seek the truth with the quiet imperturbability of the researcher, undeterred by passionate outbreaks or deceptive phrases. This is what Count Monts has done in the article referred to. He has examined the English case in much the same way as Count Andrassy recently did here. That the decisive motive for England's intervention in the war was the attempt to preserve her two Continental Allies from being crushed, together with a deep-rooted jealousy of her commercial rivals; and, furthermore, that England (to quote Count Andrassy) in no way desired or instigated the war, is, in my opinion, so obviously true and capable of proof that one can only express astonishment not to have seen it in print before. True, it may be contended that Germany guaranteed the territorial integrity of France and even of the French colonies in order to ensure the neutrality of England, but this argument does not appear to me convincing. No State has ever begun a war with the outspoken intention of leaving, in case of victory, its enemy in the *status quo ante*. It is as clear as sunlight that without the intervention of England, France would long ago have been beaten to the ground, and perhaps forfeited her position as a Great Power for generations. I do not believe there is an English Minister—irrespective of party and social grade—who could have watched that spectacle with folded arms without being driven from office by the public opinion of the country. That the attitude of England and her active participation in the war came as a surprise to the leading circles in Berlin, as is so often declared, seems to be hardly thinkable. On the contrary, I believe that in the Wilhelmstrasse, as in the Ballplatz, there was a wealth of documentary evidence calculated to exclude all doubt upon the point. I myself, during the last delegation at Budapest, had an opportunity of discussing the theme with an English diplomatist. "Pardon me," he replied, "but how can you ask? It stands to reason that we cannot permit France to be crushed; for, naturally, it would be our own turn next."

BRITISH "PERFIDY" A MYTH.

To speak of British perfidy seems to me evidence of defective logic, not to say of an imperfect power of observation. Among the cardinal charges brought against England is her "starvation plan" and various breaches of international law. Concerning the first-mentioned charge, no rational person can doubt that Germany, were her fleet strong enough, would make the fullest use of it to cut off all supplies to the United Kingdom. And no one could complain if she did so, for both the founder of the German Empire and his immediate successor declared in the most emphatic words the method to be perfectly justifiable. And, again, assuming that Servia, for instance, was dependent on Austria for any important article of food. Should we be fools enough to let her have it, and by so doing prolong the war? Never was the starvation system applied with such intensity and severity as in the American War of Secession, yet so far as I am aware no humanitarian objection was taken to it in any quarter. As for the breaches of international law, I am able from a fairly extended knowledge of the neutral Press to state that at least as many similar charges have been preferred by the enemy. It is, therefore, uncommonly difficult to deliver an unbiassed judgment on such a question.

Not long ago I found expressed in the *Neue Freie Presse* a desire for the gradual elimination of international hatred. In the judgment of a statesman of Prince Bismarck's rank there is as little room in international life for a feeling of hatred as for gratitude, sympathy, or truism. As the mainspring of our actions hatred is as futile as it is impotent as a weapon against our enemies. Do we cause them any damage by pasting "God punish England" stamps on our letters, or by insulting English-speaking ladies in the street? It is my impression that everyone who, to gain the applause of the public or to parade a cheap patriotism, adds fresh fuel to the flames of hatred, is assuming a heavy responsibility. In such a competition I, personally, desire to have no part. On the contrary, it gives me pleasure to be able to state that I have personally seen letters from our prisoners in England which made no sort of complaint about their treatment. One writer said "the life is quite comfortable"; they had a theatrical performance twice a week, and were given free lessons in French. Another spoke of swimming races in which small prizes were offered by the officers. That cases of harsher treatment have occurred I do not doubt for a moment, but it is a distortion of the truth to publish such cases exclusively. I have received from England, by indirect route, advices which unanimously and emphatically confirm the total absence among the general public there of any sort of animosity towards Austria. Even after the outbreak of war a portrait of our Emperor thrown on the screen at an English cinema was greeted with acclamations, and there one seeks in vain for any explanation of the sentiment of hatred and *schadenfreude* towards England which in Press and pamphlet, in verbal and pictorial insults to the British Army, finds expression in Austria-Hungary.

THE FUTILITY OF HATRED.

I repeat, hatred has no place in politics. This war will not last for ever, and it is the duty of everybody in public life to gaze into the future. It would be a sad prospect for mankind to assume that after the conclusion of the great war Europe will remain divided into two armed camps, concerned only to produce new instruments of murder and to evolve new coalitions out of States now neutral. The prospect would be a sad one for Europe, but saddest of all for our monarchy, for whom I anticipate a sublime and beneficent mission. . . . Everybody who helps to fan the fires of Anglophobia and to feed them with fresh fuel—however good the intention may be—succeeds only in forging still more firmly the bond between London and Petrograd. Whether this lies in our interest I leave to the judgment of every impartial critic. I give place to no one in admiration for the heroism of the German Army, for the astonishing precision with which this gigantic apparatus works, the tenacious steadfastness of the German nation, and its incomparable talent for organisation. But I believe we have better ways of expressing admiration and gratitude to our allies than by attempting to compete with them in hatred of England, and thus rendering more difficult our position in subsequent negotiations, without conferring the least benefit on those allied with us.

SHIPPING IN PORT.

STEAMERS.

CHEONGSHING, British str., 1,267, Liddell, 31st May—Tientsin 25th May, General.—Jardine, Matheson & Co.

CHINGCHOW, British str., 1,195, Jas. Doyle, 27th May—Port Parseval 26th May, General.—Shewan, Tomes & Co.

CHUSAN, British str., 1,520, R. Robertson, 26th May—Bangkok 19th May, Rice.—Butterfield & Swire.

DONAX, British str., 2,262, Ralley, 22nd May—Shanghai 19th May, General.—Asiatic Petroleum Co.

DUNERA, British str., 3,403, A. Munro, 31st May—Calcutta 16th May, General.—D. Sassoon.

HARIMASAN MARU, Japanese str., 2,194, S. Haraoka, 31st May—Wakamatsu 25th May, Coal.—Mitsui Bussan Kaisha.

HUDSON MARU, Japanese str., 3,798, 28th May—Moji 22nd May, Coal.—Mitsui Bussan Kaisha.

KAWACHI MARU, Japanese str., 3,831, K. Kurodzumi, 31st May—Moji 26th May, General.—Nippon Yusen Kaisha.

KEISHIN MARU, Japanese str., 2,601, 31st May—Bangkok 23rd May,—Rice and Meal.—Chinese.

KOHINA MARU, Japanese str., 1,854, Yamashita, 30th May—Moji 23rd May, Coal.—Mitsui Bussan Kaisha.

KOLYA, British str., 1,168, F. J. Pooley, 25th May—Manila 21st May.—Thoroson & Co.

KWANGLEE, Chinese str., 1,468, F. McArthur, 2nd June—Shanghai 30th May, General.—Chinese.

MALTA, British str., 3,887, C. C. Talbot, 4th June—Bombay 19th May, General.—P. & O. S. N. Co.

MYOGISAN MARU, Japanese str., 1,762, K. Munakota, 26th May—Wakamatsu 20th May, Coal.—Mitsu Bussan Kaisha.

OTARU MARU, Japanese str., 2,699, Yoshuga, 29th May—Moji 23rd May, Coal.—Mitsui Bussan Kaisha.

PROVIDENCE, Norwegian str., 693, M. G. Steen, 31st May—Sydney 7th May, Ballast.—Order.

SAIGON MARU, Japanese str., 2,740, T. Watanabe, 28th May—Moji 23rd May, General.—Osaka Shosen Kaisha.

SELUN, Norwegian str., 865, D. Hovbrender, 3rd June—Bangkok 27th May, Rice.—Thoresen & Co.

TAMING, British str., 1,352, G. H. Pennefather, 4th June—Manila 1st June, General.—Butterfield & Swire.

TAIYO MARU, Japanese str., 2,064, H. Kato, 3rd June—Miike 28th May, Coal.—Mitsu Bussan Kaisha.

TELEMACHUS, British str., 1,340, J. Fraser, 2nd June—Saigon 29th May, General.—Chinese.

TJIKINI, Dutch str., ——, Lap, 23rd May—Batavia and Saigon 19th May, General.—Java-China-Japan Lijn.

UNKAI MARU, Japanese str., 988, J. Kamasaki, 1st June—Wakamatsu 25th May, Coal.—Mitsui Bussan Kaisha.

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SHIPPING

ARRIVALS.

ANHUI, British str., 1,355, Geo. W. Eedy, 4th June—Shanghai 1st June, General—Butterfield & Swire.

ROBERT DOLLAR, American str., 3,420, R. L. Morton, 6th June—Manila 3rd June, General.—Dollar Co.

CHENAN MARU, Japanese str., 1,003, Moka, 4th June—Hongay 1st June, Coal—Mitsui Bussan Kaisha.

CHICAGO MARU, Japanese str., 3,636, K. Hori, 5th June—Manila 2nd June, General—Osaka Shosen Kaisha

CHENAN, British str., from Canton.

CYCLOPS, British str., 5,702, Arthur, 6th June—Singapore 1st June, General.—Butterfield & Swire.

GLENTURRET, British str., 2,910 Jones, 4th June—Singapore 29th May, General—Shewan, Tomes & Co.

HAITAN, British str., 1,183, J. W. Evans, 6th June—Swatow 5th June, General. Douglas Lapraik & Co.

HANOI, French str., 739, Ch. Le Chevalier, 5th June—Haiphong 4th June, General.—A. R. Marty.

KAIFONG, British str., 987, J. B. Evans, 5th June—Haiphong and Hoihow 4th June, General—Butterfield & Swire.

KASIO MARU, Japanese str., 7,951, K. Shimidzu, 5th June—London 28th April, General.—Order.

KARMALA, British str., 5,657, H. G. Evans, 4th June—London 18th April, General—P. & O. S. N. Co.

KUNG PING, Chinese str., 1,785, J. B. Howie, 5th June—Shanghai 1st June, General—Chinese.

LAI SANG, British str., 2,224, Mooney, 4th June—Singapore 30th May, General—Jardine, Matheson & Co.

TJIPANAS, Dutch str., 5,000, A de Lange, 6th June—Java ports, Sugar.—Order.

TUSCAN PRINCE, British str., 3,293, M. W. Burwash, 4th June—Keelung 2nd June, General—Bank Line.

QUARTA, British str., 1,106, Hooker, 4th June—Bangkok 28th May, Rice and Timber—Butterfield & Swire.

YUNNAN, British str., 1,237, W. French, 4th June—Kum Ranh Bay 1st June, Salt—Butterfield & Swire.

DEPARTURES.

5th June.

ANHUI, British str., for Canton.

CHEIAN MARU, Japanese str., for Canton.

DAOFIN, Norwegian str., for Shanghai.

HANGSANG, British str., for Canton.

KUNGPING, Chinese str., for Canton.

LOONGSANG, British str., for Manila.

ORIENTAL, British str., for Bombay.

SOSHU MARU, Jap. str., for Canton.

June 6th.

ANYO MARU, Jap. str., for Wakamatsu.

CHENGTU, British str., Swatow.

CHENAN, British str., for Shanghai.

FAUSANG, British str., for Saigon.

FOOSHING, British str., for Hongay.

GLENTURRET, British str., for Shanghai.

HALVARD, Norwegian str., for Saigon.

HUICHOW, British str., for Wei-hai-wei.

KAIJO MARU, Japanese str., for Swatow.

LOKSANG, British str., for Hoihow.

PERSEUS, British str., for Saigon.

TAIYO MARU, Japanese str., for Miike.

TAMSUI, British str., for Shanghai.

PASSENGERS.

ARRIVED.

Per *Chicago Maru*, for Hongkong, from Manila, Mr. E. M. Grass, Mr. C. H. F. Richardson.

Per *Tjipanas*, from Java, for Hongkong, Mr. F. Kroesen, Misses Dranyer and Hoetinck.

Per *Haitan*, from Swatow, for Hongkong, Mr. A. W. L. Robertson, Mrs. Gibson, Miss Chapman, Miss Esperage, Mrs. Goldring, Mr. and Mrs. Barker.

VESSELS EXPECTED.

THE AMERICAN MAIL.

The str. *Manchuria* sailed from Yokohama on 3rd June *viâ* Manila for Hongkong. The mails have been transferred to the str. *Luzon Maru* of the Osaka Shosen Kaisha line, due to arrive at Hongkong on the 11th inst.

AUSTRALIAN MAIL.

The str. *Changsha* left Sydney for Hongkong *viâ* Queensland and Philippine ports on 22nd instant, and may be expected to arrive on or about June 16th.

The str. *Empire* left Sydney for this port *viâ* Queensland ports, Port Darwin, Timor, and Manila on 2nd inst., and may be expected to arrive here on or about 24th inst.

MERCHANT STEAMERS.

The str. *Benelcuch* from Leith, Middlesbro, and London left Singapore for this port on 2nd inst., and may be expected to arrive on or about 8th inst.

The str. *Itola* sailed from Calcutta on 30th May, and may be expected here on or about the 15th inst.

INDO-CHINA STEAM NAVIGATION CO., LTD.

Chuysang, from Shanghai, is due in Hongkong 7th June.

Kutsang, from Moji, is due in Hongkong 7th June.

Suisang, from Calcutta, is due in Hongkong 8th June.

SHIRE LINE, LIMITED.

Merionethshire, from London, is due in Hongkong 25th June.

Kidnorshire, from London, is due in Hongkong 12th July.

INDRA LINE.

Indrasamhá, from Vladivostock, is due in Hongkong end of July.

LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Monteagle* left Vancouver, B.C., on 2nd June, p.m.

The str. *China* sailed from Manila on Sunday morning, and is due to arrive at Hongkong on Tuesday morning, the 8th inst., at daylight.

The Yokohama office of the T.K.K. is in receipt of wireless communication to the effect that the silk despatched per s.s. *Nippon Maru* on the 27th April was delivered in New York on the 30th May.

VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

SECTIONS

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAMES.	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & SINGAPORE, VIA PENANG, COLOMBO, &c.	NAGOYA	Brit. str.	—	A. B. Garwood, R.N.R.	P. & O. S. N. Co.	About 10th inst.
LONDON VIA USUAL PORTS OF CALL	MALTA	Brit. str.	—	C. C. Talbot, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon.
LONDON & LIVERPOOL	NETHERBY HALL	Brit. str.	—		THE BANK LINE, LIMITED	On 24th inst.
LONDON	MONMOUTHSHIRE	Brit. str.	—		JARDINE, MATHESON & Co., LD	End of June.
MARSEILLES VIA PORTS	CORDILLERE	Fren. str.	—		MESSAGERIES MARITIMES	On 12th inst., at 1 P.M.
MARSEILLES, LONDON & VIA SINGAPORE, &C.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 17th inst., at Noon.
VICTORIA & TACOMA VIA SHANGHAI & JPAN, B.C.	CHICAGO MARU	Jap. str.	—	R. Hori	OSAKA SHOSEN KAISHA	On 11th inst., at 3 P.M.
VICTORIA, B.C., & SEATTLE VIA KEELUNG, &C	AKI MARU	Jap. str.	—	Noma	NIPPON YUSEN KAISHA	On 15th inst.
BOSTON & NEW YORK VIA SUEZ	TUSCAN PRINCE	Brit. str.	—		THE BANK LINE, LIMITED	To-day.
NEW YORK VIA SUEZ CANAL	SAINT RONALD	Brit. str.	—		DODWELL & Co., LTD.	About Early in July.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHIYO MARU	Jap. str.	—		TOYO KISEN KAISHA	To-morrow, at Noon.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	CHINA	Am. str.	—	A. Dixon	PACIFIC MAIL S.S. Co.	On 15th inst., at Noon.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	MANCHURIA	Am. str.	—	A. G. Stevens	PACIFIC MAIL S.S. Co.	On 22nd inst., at 1 P.M.
SAN FRANCISCO VIA MANILA & JAPAN, &C.	NIPPON MARU	Jap. str.	—		TOYO KISEN KAISHA	On 15th July, at 10.30 A.M.
DELAGOA BAY, DURBAN, EAST LONDON, &c.	KATHIAWAR	Brit. str.	—		THE BANK LINE, LIMITED	On 23rd inst.
AUSTRALIAN PORTS VIA MANILA	TANGO MARU	Jap. str.	—	Soyeda	NIPPON YUSEN KAISHA	On 15th inst., at 4 P.M.
AUSTRALIAN PORTS	ST. ALBANS	Brit. str.	—	E. S. Baikie	GIBB, LIVINGSTON & Co.	On 22nd inst., at 11 A.M.
JAPAN	TJIPANAS	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
KOBE & YOKOHAMA	HAKATA MARU	Jap. str.	—	Kawashima	NIPPON YUSEN KAISHA	To-morrow.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	Takeda	NIPPON YUSEN KAISHA	On 13th inst., A.M.
WEIHAIWEI & TIENTSIN	CHEONGSHING	Brit. str.	1 m.	V. Liddell	JARDINE, MATHESON & Co., LD	To-morrow, at D'light.
SHANGHAI	ANHUI	Brit. str.	—	Eedy	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
SHANGHAI, MOJI, KOBE & YOKOHAMA	KARMALA	Brit. str.	—	H. G. Evans, R.N.R.	P. & O. S. N. Co.	About 8th inst.
SHANGHAI VIA SWATOW	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., LD	On 9th inst., at D'light.
SHANGHAI, MOJI & KOBE	LAISANG	Brit. str.	—	E. J. Tadd	JARDINE, MATHESON & Co., LD	On 10th inst., at D'light.
SHANGHAI	LIANGCHOW	Brit. str.	1 m.	W. Benson	BUTTERFIELD & SWIRE	On 10th inst., at 4 P.M.
SHANGHAI	CHOYSANG	Brit. str.	—	S. Homiwood	JARDINE, MATHESON & Co., LD	On 11th inst., at D'light.
SHANGHAI	ATLANTIQUE	Fren. str.	—	Charbonnel	MESSAGERIES MARITIMES	On 14th inst.
SHANGHAI, KOBE & YOKOHAMA	SARDINIA	Brit. str.	—	J. T. Jeffery	P. & O. S. N. Co.	About 17th inst.
SHANGHAI	ITOLA	Brit. str.	—	Butler	DAVID SASSOON & Co., LTD.	On 19th inst.
SHANGHAI KOBE & MOJI	BOMBAY MARU	Jap. str.	—	Ohta	NIPPON YUSEN KAISHA	On 20th inst.
SHANGHAI, MOJI & KOBE	TJILATJAP	Dut. str.	—		JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI	SOSHU MARU	Jap. str.	—	A. Kobayashi	OSAKA SHOSEN KAISHA	On 9th inst., at 10 A.M.
ANPING & TAKAO VIA SWATOW & AMOY	DAIJIN MARU	Jap. str.	—	K. Murakami	OSAKA SHOSEN KAISHA	On 13th inst., at Noon.
TAMSUI, & KEELUNG VIA SWATOW & AMOY	HAITAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 2.30 P.M.
SWATOW, AMOY & FOOCHOW	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 17th inst., at 2.30 P.M.
SWATOW, AMOY & FOOCHOW	HAIMUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS, LAPRAIK & Co.	On 15th inst., at 2.30 P.M.
SWATOW, AMOY & FOOCHOW	TAIMING	Brit. str.	1 m.	S. Tokushige	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
MANILA, CEBU & ILOILO	YUENSANG	Brit. str.	—	P. Reiffs	JARDINE, MATHESON & Co., LD	On 12th inst., at 3 P.M.
MANILA	LOONGSANG	Brit. str.	—	W. G. G. Lucas	JARDINE, MATHESON & Co., LD	On 19th inst., at 3 P.M.
MANILA	TEAN	Brit. str.	1 m.	J. Walker	BUTTERFIELD & SWIRE	On 15th inst., at 4 P.M.
MANILA, CEBU & ILOILO	RANGOON MARU	Jap. str.	—	H. Nomura	NIPPON YUSEN KAISHA	On 19th inst.
BOMBAY, VIA SINGAPORE, MALACCA & COLOMBO	LUZON MARU	Jap. str.	—	T. Miyata	OSAKA SHOSEN KAISHA	On 13th inst., at 7 A.M.
BOMBAY VIA S'PORE, PORT S'HAM, PENANG & COLOMBO	DUNSBA	Brit. str.	—	Munro	DAVID SASSOON & Co., LD.	To-morrow.
SINGAPORE, PENANG, RANGOON & CALCUTTA	TOSA MARU	Jap. str.	—	Takano	NIPPON YUSEN KAISHA	On 12th inst.
SINGAPORE, PENANG & CALCUTTA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHESON & Co., LD.	On 13th inst., at 3 P.M.
SINGAPORE, PENANG & CALCUTTA	SALAMIS	Brit. str.	—	D. A. Gardiner	THE BANK LINE LTD.	On 25th inst.
SINGAPORE, MAURITIUS, & SOUTH AFRICAN PORTS	KEIJO MARU	Jap. str.	—	Imaisumi	OSAKA SHOSEN KAISHA	To-morrow, at 10 A.M.
HAIPHONG	KAIFONG	Brit. str.	1 m.	J. B. Evans	BUTTERFIELD & SWIRE	To-morrow, at H A.M.
HOIHOW & HAIPHONG	TAKSANG	Jap. str.	—	Mathews	JARDINE, MATHESON & Co., LD.	On 10th inst., at 7 A.M.
HOIHOW & HAIPHONG						

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR	STEAMERS	TO SAIL
* WEIHAIWEI & TIENTSIN	"CHEONGSHING"	Tuesday, 8th June, D'light.
† SHANGHAI VIA SWATOW	"HANGSANG"	Wed'day, 9th June, D'light.
‡* SHANGHAI MOJI and KOBE	"LAISANG"	Thursday, 10th June, D'light.
HOIHOW & HAIPHONG	"TAKSANG"	Thursday, 10th June, 7 A.M.
† SHANGHAI	"CHOYSANG"	Friday, 11th June, D'light.
* MANILA	"YUENSANG"	Saturday, 12th June, 3 P.M.
*‡SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Saturday, 12th June, 3 P.M.
* MANILA	"LOONGSANG"	Saturday, 19th June, 3 P.M.

RETURN TOURS TO JAPAN.

The Steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "YATSHING," "KUMSANG," and leaving thence Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 6 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Yangtsze, Chefoo, Tsatu, Dalny, Wei-hai-Wei, Chinkiang.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad Datu, Simpoorna, Tawao, Usukan Jesselton and Labuan.

Telephone No. 215, Sub. Exch 4.

Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 7th June, 1915. [6

BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG AND RANGOON.

Steamers are despatched Eastward and Westward at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co. LTD., AGENTS

Telephone No. 215.

Hongkong, 16th April, 1914. 25

THE ROYAL MAIL STEAM PACKET COMPANY.

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

"SHIRE" LINE SERVICE—HOMEWARDS.

FOR	STEAMERS	DATE OF DEPARTURE
LONDON	"MONMOUTHSHIRE"	End of June

TRANS-PACIFIC SERVICE.

REGULAR SAILINGS TO VICTORIA, VANCOUVER, SEATTLE, TACOMA AND PORTLAND.

For Freight and Further Particulars, apply to Telephone No. 215 Sub Ex. No.

JARDINE, MATHESON & Co., LTD., AGENTS

Hongkong, 26th May, 1915. 24

PACIFIC MAIL S.S. CO.

OPERATING

MODERN HIGH POWERED TWIN SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons MANCHURIA 27000 tons

KOREA 18000 tons SIBERIA 18000 tons

CHINA 10200 tons NILE 10000 tons

PERSIA 9000 tons

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

CHINA (via Manila) Sailing	TUESDAY,	15th June, at Noon.
MANCHURIA ... "	TUESDAY,	22nd June, at 1 P.M.
MONGOLIA ... "	TUESDAY,	29th July, at 1 P.M.
PERSIA (via Manila) "	TUESDAY,	3rd Aug., at Noon.

These steamers are famous for their modern equipment, comfort, and the superiority of the cuisine, which is under the personal supervision of Mr. V. Morosi, the world-famous caterer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—salt water swimming tank, Filipino orchestra, deck games, dances, etc.—not a dull moment throughout the trip.

The Safety and Comfort of Patrons is Our First Consideration

For further information, rates, literature, schedules, etc., apply to

R. C. MORTON, AGENT, KING'S BUILDINGS.

TEL. No. 141.

(18

"HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	$10.00	MISSIONARY DIRECTORY, paper cover	$0.80
Do. Do. Smaller Edition	6.00	MISSIONARY DIRECTORY, cloth cover	1.25
CHILDREN OF FAR CATHAY, a Social and Political Novel, by C. J. H. Halcombe	8.50	DOG AND GUN in New Territory	1.00
THE JUBILEE OF HONGKONG, being an Historical Sketch, to which is added an Account of the Celebrations in 1891	1.00	FROM HONGKONG TO CANTON, BY THE PEARL RIVER—"A Book for the Globetrotter," by Capt. O. V. LLOYD: with Maps and Illus.	1.75
THE HONGKONG TYPHOON, Sept. 18th, 1906, Illustrated Account	0.50	HONGKONG WEEKLY PRESS, half-yearly vol., bound	7.50
TEMPORARY MINING REGULATIONS IN CHINA	0.50	SIXTY YEARS ANGLO-CHINESE CALENDAR, 1834 to 1923	1.00
REGULATIONS FOR RAILWAY CONSTRUCTION IN CHINA	0.50	RATES OF EXCHANGE AT HONGKONG, English Mail days 1874—	
HONGKONG HANSARD REPORTS OF THE MEETINGS OF THE LEGISLATIVE COUNCIL, Published Annually	5.00	BOMBAY RATES OF EXCHANGE AT HONGKONG, English Mail Days, 1898—	1.00
MOUNTINGS OF NAVAL GUNS and their Subsequent Use with the Ladysmith Relief Column	1.00	CALLED OUT: or the Chung Wang's Daughter, an Anglo-Chinese Romance, by Chas. J. H. Halcombe	2.00
WARLIKE EXPLOITS OF THE MERCHANT NAVY, by J. E. Featherstonhaugh	1.00	PLAN OF THE WEST RIVER	1.00
POLITICAL OBSTACLES TO MISSIONARY SUCCESS IN CHINA	0.25	" " VICTORIA	1.00
TRADE MARK REGULATIONS IN CHINA	0.25	" " KOWLOON	0.75
		" " PEAK	0.75
		" " NEW TERRITORY	0.75
		POWER OF ATTORNEY FORM	0.25
		MAIL TABLES for 1914, on card	0.50
		" " on paper	0.25

VESSELS ON THE BERTH

AMERICAN AND ORIENTAL LINE.

FOR BOSTON & NEW YORK VIA SUEZ.

THE Steamship

"TUSCAN PRINCE,"

5,875 tons, will be despatched as above TO-DAY, 7th June.

For Freight, etc., apply to

THE BANK LINE, LTD., General Agents.

Hongkong, 28th May, 1915. [578

REGULAR STEAMSHIP SERVICE.

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK VIA SUEZ CANAL

S.S. "SAINT RONALD," about Early in July.

For Freight and further information, apply to—

DODWELL & Co., LTD., Agents.

Hongkong, 22nd May, 1915 [336

NOTICES TO CONSIGNEES

"GLEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM MIDDLESBROUGH, IMMINGHAM, LONDON, GENOA AND STRAITS.

THE Steamship

"GLENTURRET,"

Captain F. T. Jones, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on FRIDAY, 11th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst. will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SHEWAN, TOMES & Co., Agents.

Hongkong, 4th June, 1915. [657

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"MALTA,"

Arrived Hongkong, on 4th June, 1915.

FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed AT THEIR RISK in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c., ex s.s. "Melina"

From Persian Gulf, ex s.s. B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 4th June, 1915. [1

SHIPPING REPORT.

The British str. *Haitan* reports: Weather cloudy and moderate south-westerly wind, smooth sea.

HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory, June 6th.

	Previous Day at 2 p.m.	On Date at 6 a.m.	On Date at 2 p.m.
Barometer	29.79	29.83	29.85
Temperature	85	81	86
Humidity	77	81	72
Wind Direction	SW	SSW	S.W.
" Force	2	2	2
Weather	cq	c	c
Rain		—	—

Highest open air Temperature on 5th ... 86

Lowest open air Temperature on 5th ... 80

HONGKONG TIDE TABLE.

From 7th to 13th June.

Days of Week	Days of Month	HIGH WATER H'kong Mean Time	HIGH WATER Height	LOW WATER H'kong Mean Time	LOW WATER Height
		h. m.	ft. in.	h. m.	ft. in.
Mon.	7	m 5 50	5 2	0 13 a	2 9
		6 4 a	4 5	11 37 a	2 5
Tues.	8	m 0 18	5 6	1 6 a	2 3
		7 10 a	4 3		
Wed.	9	m 6 44	5 0	m 0 13	2 7
		8 8 a	4 2	1 46 a	1 8
Thurs.	10	m 7 9	5 4	m 0 46	2 8
		9 0 a	4 1	2 25 a	1 3
Fri.	11	m 7 34	5 7	m 1 17	3 0
		9 50 a	3 9	3 4 a	1 0
Satur.	12	m 8 0	5 0	m 1 47	3 1
		10 38 a	3 8	3 43 a	0 7
Sun.	13	m 8 28	5 2	m 2 15	3 2
		11 25 a	3 7	4 23 a	0 5

PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	KARMALA Capt. H. G. Evans, R.N.R.	About 8th June.	Freight and Passage.
LONDON VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NAGOYA Capt. A. B. Garwood, R.N.R.	About 10th June.	Freight and Passage.
SHANGHAI	SARDINIA Capt. J. T. Jeffery, ...	About 17th June.	Freight and Passage.
LONDON VIA USUAL PORTS OF CALL	*MALTA* Capt. C. C. Talbot, R.N.R., ...	About 18th June.	*See Special Advertisement*

All the above Steamers are fitted with Wireless Telegraphy.

Subject to immediate alteration without Notice.

For Further Particulars apply to:—

E. A. HEWETT,
Superintendent.

Hongkong, 7th June, 1915. [1

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL	
HOIHOW and HAIPHONG	"KAIFONG"	On 8th June, 11	A.M.
MANILA, CEBU and ILOILO	"TAMING"	On 8th June	4 P.M.
SHANGHAI	"ANHUI"	On 8th June,	4 P.M.
SHANGHAI	"LIANGCHOW" ...	On 10th June,	4 P.M.
MANILA, CEBU and ILOILO	"TEAN"	On 15th June,	4 P.M.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

MANILA LINE—TWIN-SCREW STEAMERS "CHINHUA," "TAMING" and "TEAN." Excellent Saloon accommodation Amidships; Electric Fans fitted. Extra State-rooms on Deck, aft, on "TAMING" and "TEAN."

SHANGHAI LINE—THE TWIN-SCREW STEAMERS "ANHUI" and "KUTSANG" and the S.S. "KINCHOW," "LIANGCHOW," "LUCHOW," and "YINGCHOW," having excellent accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking Cargo on through Bills of Lading to all Yangtsze and Northern China Ports.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of transhipment at Woosung.

For Freight or Passage apply to—

BUTTERFIELD & SWIRE,
Hongkong, 7th June, 1915. TELEPHONE 36. AGENTS. 4

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR

SWATOW, AMOY AND FOOCHOW
AND RETURN.
(Occupying at 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAITAN"	Capt. J. W. Evans ...	TUESDAY, 8th June, at 2.30 P.M.
"HAICHING" ...	Capt. W. C. Passmore ...	FRIDAY, 11th June, at 2.30 P.M.
"HAIMUN"	Capt. A. H. Stewart ...	TUESDAY, 15th June, at 2.30 P.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to—

DOUGLAS LAPRAIK & Co.,
GENERAL MANAGERS.
Hongkong, 5th June, 1915. 13

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD

S.S. "IYOLA," 5,257 tons, Captain Butler, will be despatched for SHANGHAI, KOBE and MOJI on 19th June.

WESTWARD

S.S. "DUNERA," 5,539 tons, Capt. Munro, will be despatched for SINGAPORE, PENANG RANGOON and CALCUTTA on 8th June.

S.S. "JAPAN," 6,013 tons, Capt. C. P. Seddon, will be despatched for SINGAPORE, PENANG and CALCUTTA on 20th June.

The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

For Freight or passage, apply to

DAVID SASSOON & CO., LTD.,
Hongkong, 4th June, 1915. AGENTS. 29

THE EASTERN & AUSTRALIAN STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA
VIA MANILA.

MANILA SCHEDULE
(SUBJECT TO MODIFICATION).

STEAMER	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ST. ALBANS	24th June.	On 22nd June, 11 A.M.
EMPIRE	15th July.	On 17th July, 11 A.M.
EASTERN	2nd Aug.	On 9th Aug., 11 A.M.
ALDENHAM		On 23rd Aug., 11 A.M.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.,
AGENTS. 23

TOYO KISEN KAISHA.



SAN FRANCISCO LINE.

VIA SHANGHAI, MANILA, THE INLAND SEA, JAPAN AND HONOLULU.

Sailings from Hongkong—Subject to Change Without Notice.

Steamer	Displacement Tons and Speed.	Leave Hongkong.
CHIYO MARU	22,000—21 knots ...	TUES., 8th June.
TENYO MARU	22,000—21 knots ...	TUES., 29th June.
* NIPPON MARU	11,000 — 18 knots ...	TUESDAY, 13th July.
SHINYO MARU	22,000—21 knots....	TUES., 27th July.

* Via MANILA, Omitting Shanghai.

Steamer via Shanghai leaves at NOON.
" " Manila " at 10.30 A.M.

FIRST CLASS TO LONDON £71.10...RETURN (6 MONTHS) £120.
" " " NEW YORK £60. ... " " £96.10.
" " " SAN FRANCISCO £45. ... " " £68.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from San Francisco by Steamers of the PACIFIC MAIL S.S. Co. or from Vancouver by Steamers of the CANADIAN PACIFIC RAILWAY Co.

SPECIAL RATES given to NAVAL and MILITARY CIVIL SERVANTS MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in connection with all the Principal MAIL Lines and the Trans-Siberian Railway.

Passengers may Travel by RAILWAY between Ports of Call in Japan free of charge.

SOUTH AMERICA LINE.

VIA JAPAN PORTS, HONOLULU, HILO, LOS ANGELES, SALINA CRUZ, PANAMA, CALLAO, IQUIQUE AND VALPARAISO,

THENCE BY

TRANS-ANDEAN ROUTE TO BUENOS AIRES.

Steamer	Displacement Tons and Speed	Sails
KIYO MARU ...	17,200—15 knots	Saturday, 10th July.

For Full Particulars as to Passage and Freight, apply to—

K. DOI, ACTING AGENT,
King's Building.
TELEPHONE 991. [316

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.

OUTWARD

FOR	STEAMER	TO SAIL.
SHANGHAI, KOBE AND YOKOHAMA ... (Without Transhipment)	ATLANTIQUE	On 14th June.

HOMEWARD

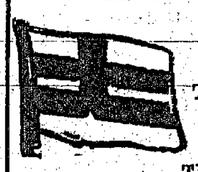
MARSEILLES VIA SAIGON and PORTS ... (Without Transhipment)	CORDILLERE	On 12th June, 1 P.M.

ALL STEAMERS FITTED WITH WIRELESS.
Weekly branch line from Saigon to Haiphong.
Branch line connecting every four weeks at Colombo, for Calcutta.
State Rooms 1st, 2nd and 3rd Classes.
Return Tickets to Europe available two years.
Return Tickets to Intermediate Ports available six months.

For further particulars apply to

P. THOMAS, AGENT.
2] QUEEN'S BUILDING.

OSAKA SHOSEN KAISHA.



REGULAR SERVICES,
PROPOSED SAILINGS FROM HONGKONG.
(SUBJECT TO ALTERATION).

THE AMERICAN LINE TO TACOMA AND SEATTLE

In Connection with

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY Co.

FOR VICTORIA AND TACOMA VIA SHANGHAI, MOJI, KOBE, YOKKACHI AND YOKOHAMA.

Steamer	Captain	Leaving
"CHICAGO MARU" ...	K. Hori ...	FRIDAY, 11th June, at 3 P.M.

These Newly-Built Steamers of American Line have fair speed and are fitted with the Wireless Apparatus. Best adapted rooms for carrying Silk, Treasure and Parcels.

FOR BOMBAY, VIA SINGAPORE, PORT SWETTENHAM PENANG AND COLOMBO.

Steamer	Captain	Leaving
"LUZON MARU" ...	T. Miyata ...	SUNDAY, 13th June, at 7 A.M.

FOR TAMSUI AND KEELUNG VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"DAIJIN MARU" ...	K. Murakami ...	SUNDAY, 13th June, at Noon.

FOR ANPING AND TAKAO VIA SWATOW AND AMOY.

Steamer	Captain	Leaving
"SOSHU MARU" ...	A. Kobayashi ...	WED'DAY, 9th June, at 10 A.M.

FOR HAIPHONG (DIRECT).

Steamer	Captain	Leaving
"KEIJO MARU," ...	IMAIZUMI	TUESDAY, 8TH JUNE, 10 A.M.

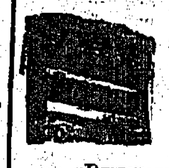
These Steamers of Coast and Formosa Line have Excellent accommodation for First Class Passengers and are fitted with Electric Light and Fans.
These Steamers will arrive at and depart from Soon Yip Wharf (near the Harbour Office).

For FURTHER INFORMATION, apply to

H. YAMAUCHI,
MANAGER,
114] Second Floor, No. 1, Queen's Building.

NIPPON YUSEN KAISHA

THE JAPAN MAIL STEAMSHIP CO



PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATION	STEAMERS	TONS AND DESPLACEMENT	SAILING DATES
MARSEILLES and LONDON VIA SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	§ HIRANO MARU Capt. H. Fraser,	16,000	THURSDAY, 17th June, at Noon.
	§ KATORI MARU Capt. B. Kon,	20,000	THURSDAY, 1st July, at Noon.
VICTORIA, B.C., and SEATTLE VIA KEELUNG SHANGHAI, MOJI, KOBE YOKKAICHI and YOKOHAMA	§ AKI MARU Capt. Noma,	12,500	TUESDAY, 15th June, at 4 P.M.
	§ TAMBA MARU Capt. Nagasago,	12,500	TUESDAY, 29th June, at 4 P.M.
SYDNEY and MELBOURNE, VIA MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	§ TANGO MARU Capt. K. Soyoda,	13,500	TUESDAY, 15th June, at 4 P.M.
	§ NIKKO MARU Capt. Takeda,	9,000	FRIDAY, 16th June, at 4 P.M.
CALCUTTA VIA SINGAPORE PENANG and RANGOON ...	TOSA MARU Capt. Takano,	12,000	MONDAY, 12th June.
BOMBAY VIA SINGAPORE, MALACCA and COLOMBO ...	RANGOON MARU Capt. H. Nomura,	8,000	SATURDAY, 12th June.
KOBE and YOKOHAMA ...	HAKATA MARU Capt. Kawashima	12,500	THURSDAY, 8th June.
SHANGHAI, MOJI and KOBE	BOMBAY MARU Capt. Ohta	8,000	TUESDAY, 20th June.
NAGASAKI, KOBE and YOKOHAMA	§ NIKKO MARU Capt. Takeda,	2,500	SUNDAY, 13th June, A.M.
SHANGHAI, KOBE and YOKOHAMA			

§ Wireless Telegraphy.

PASSENGER SEASON FOR 1915

FOR EUROPE.

Steamer.	Displacement.	Leave Hongkong
HIRANO MARU	16,000 Tons	Thurs., 17th June.
KATORI "	20,000 "	" 1st July.
KAMO "	16,000 "	" 15th July.
KASHIMA "	20,000 "	" 29th July.

FOR AMERICA.

AKI MARU	12,500 Tons	Tues., 15th June.
TAMBA "	12,500 "	" 29th June.
YOKOHAMA "	12,500 "	Thurs., 8th July.
SADO "	12,500 "	Tues., 27th July.
AWA "	12,500 "	" 10th Aug.

For Further Information as to Freight, Sailing, &c., apply to—

T. KUSUMOTO, MANAGER.
TELEPHONE. Nos. 292 and 1941 [5

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS
FOR
MARSEILLES AND LONDON.
TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

Connecting Steamer leaves YOKOHAMA	Steamers to COLOMBO	Leave SHANGHAI	Leave HONGKONG	Connecting Steamer from COLOMBO to MARSEILLES and LONDON	Due at MARSEILLES	Due at LONDON
p.m.		about	about Noon			
June 7	MALTA	June 14	June 18	EGYPT	July 18	July 25
June 21	SARDINIA ...	June 28	July 2	MEDINA	Aug. 1	Aug. 8
	NUBIA ...	July 12	July 16	MONGOLIA ...	Aug. 15	Aug. 22
July 19	ORIENTAL ...	July 27	July 31	MALWA	Aug. 28	Sept. 4
	MALTA ...	Aug. 9	Aug. 13	PERSIA	Sept. 11	Sept. 18
Aug. 16	SARDINIA ...	Aug. 23	Aug. 27	MOREA	Sept. 25	Oct. 2
	NUBIA	Sept. 6	Sept. 10	MALOJA	Oct. 9	Oct. 16

Passengers change Steamers at COLOMBO.
Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES

The Fares to London and Marseilles are as follows:—

LONDON

1st Saloon	"A"	Accommodation	Single	£70.	Return £105.
	"B"	"	"	£54.	" £95.
2nd Saloon	"A"	"	"	£48.	" £72.
	"B"	"	"	£44.	" £66.

MARSEILLES

1st Saloon	"A"	Accommodation	Single	£66.	Return £99.
	"B"	"	"	£50.	" £80.
2nd Saloon	"A"	"	"	£46.	" £69
	"B"	"	"	£42.	" £63.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1ST AND 2ND SALOON PASSENGERS AT REDUCED RATES

PROPOSED SAILINGS:

STEAMERS,	Leave Y'HAMA.	Leave SH-NGHA	Leave H'KONG.	Leave S'PORE.	Due at M'SEILLES if calling	Due at LONDON.
	about	about	about	about	about	about
NAGOYA			June 10	June 16	July 14	July 24
KARMALA	June 21	July 1	July 7	July 13	Aug. 12	Aug. 20
KASHGAR	July 19	July 29	Aug. 4	Aug. 10	Sept. 10	Sept. 19
NOVARA	Aug. 16	Aug. 26	Sept. 1	Sept. 7	Oct. 8	Oct. 17
SIMLA	Sept. 27	Oct. 7	Oct. 13	Oct. 19	Nov. 17	Nov. 26
NANKIN	Oct. 11	Oct. 21	Oct. 27	Nov. 2	Dec. 1	Dec. 9
NYANZA	Oct. 25	Nov. 4	Nov. 10	Nov. 16	Dec. 15	Dec. 22

These Steamers call also at PORT SWETTENHAM, PENANG and COLOMBO.

FARES TO LONDON:
1st Saloon £54 Single: £81 Return, 2nd Saloon £38 Single: £57 Return

FARES TO MARSEILLES:
1st Saloon £50 Single, 2nd Saloon £30 Single.

All Passenger Steamers are fitted with the Marconi System of Wireless Telegraphy.
Owing to the War in Europe, Steamers and sailing dates are liable to be cancelled or altered without Notice.

For Further Particulars apply to—

E. A. HEWETT,
23 SUPERINTENDENT.

POST OFFICE NOTICE.

INWARD MAILS.

From	Per	Date
Manila	*China*	8th inst.
America (ex *China*)	*Rangoon Maru* ...	9th inst.
America (ex *Manchuria*)	*Luzon Maru* ...	11th inst.
...		
...		
...		
...		
...		

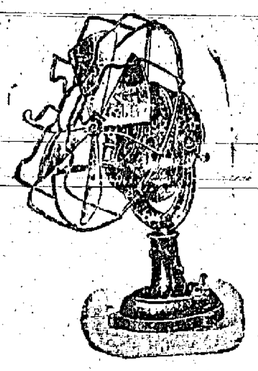
OUTWARD MAILS.

For	Per	Date
Amoy and Foochow	*Otowa Maru* ...	Monday, 7th, 1.00 P M
Weihaiwei and Tientsin	*Cheongking* ...	Monday, 7th, 4.00 P M
Haiphong	*Keifo Maru* ...	Tuesday, 8th, 9.00 A M
Hoihow and Haiphong	*Kaifong*	Tuesday, 8th, 10.00 A M
Shanghai, North China, Japan, via Nagasaki, Honolulu, United States, South America, and Canada via San Francisco, and United Kingdom via Canada (EUROPE via SIBERIA) (Tientsin-Pukow Railway Shanghai Brit. P.O. Saturday, 12th inst.)	*Chiyo Maru* ...	Tuesday, 8th, Registration ... 10.15 A M, Letters ... 11.00 A M
Swatow, Amoy and Foochow ...	*Haitan* ...	Tuesday, 8th, 1.30 P M
Straits, Burmah and India via Calcutta ...	*Dunera*	Tuesday, 8th, 2.00 P M
Shanghai and North China (EUROPE via SIBERIA) (Tientsin-Pukow Railway Shanghai Brit. P.O. Saturday, the 12th inst.)	*Anhui* ...	Tuesday, 8th, Registration ... 2.15 P M, Letters ... 3.00 P M
Philippine Islands	*Taming*	Tuesday, 8th, 3.00 P M
Swatow, Shanghai and North China ...	*Hangsang* ...	Tuesday, 8th, 4.00 P M
Swatow, Amoy, Formosa via Anping & Takao	*Soshu Maru*	Wednesday, 9th, 9.00 A M
Shanghai, North China (EUROPE via SIBERIA) (Tientsin-Pukow Railway Shanghai Brit. P.O. Tuesday, the 15th inst.)	*Liangchow* ...	Thursday, 10th, Registration ... 2.15 P M, Letters 3.00 P M
Formosa via Keelung Shanghai, North China, Japan via Moji, Victoria, B.C., Tacoma, and United Kingdom via Canada ...	*Chicago Maru*	Friday, 11th, Registration ... 12.15 P M, Letters ... 1.00 P M
Swatow, Amoy and Foochow	*Haiching*	Friday, 11th, 1.30 P M
Japan via Nagasaki	*Nikko Maru* ...	Sunday, 13th, 9.00 A M
Swatow, Amoy and Foochow	*Haimun*	Tuesday, 15th, 1.30 P M
Formosa via Keelung, Shanghai, North China, Japan via Moji, Victoria, B.C., Seattle, Wash., and United Kingdom via Canada	*Aki Maru*	Tuesday, 15th, Registration ... 2.15 P M, Letters ... 3.00 P M
Philippine Islands, Australia, New Zealand Tasmania & New Guinea via Thursday Islands	*Tango Maru*	Tuesday, 15th, Registration ... 2.15 P M, Letters ... 3.00 P M, Tuesday, 15th, 3.00 P M
Philippine Islands	*Tenyo*	Friday, 18th, Printed Matter and Samples 10.00 A M, Registration ... 10.15 A M, Registration Kowloon B.O. ... 9.30 A M, Letters ... 11.00 A M
Straits, Burmah, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe The Parcel Mail will be closed on Thursday, the 17th inst.	*Malta* ...	
Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*Changsha*	Saturday, 19th, Registration ... 1.15 P M, Letters ... 2.00 P M
Australia, Tasmania, New Zealand via Port Darwin and New Guinea via Thursday Island	*St. Albans*	Tuesday, 22nd, Registration ... 9.15 A M, Letters 10.00 A M

LOCAL AND REGULAR MAILS OUTWARD.

For	On Week-Days	On Sundays & Holidays
Tai O	10.00 A.M.	—
Tai Po	10.00 A.M., 4.00 P.M.	9.00 A.M.
Cheung Chow	2.00 P.M.	—
Shatsukok, Shatin and Sheungshui	4.00 P.M.	—
Aberdeen, Antau, Ping Shan, Sai Kung, Santin, Stanley	4.30 P.M.	—
Canton, Wuchow and Sam Shui	7.30 A.M. Regis. 5.00 P.M. Letters 5.00 P.M.	5.00 P.M.
Macao	7.15 A.M., 1.30 P.M.	8.15 A.M.
Kongmoon and Kumchuk	6.00 P.M. Except Saturdays	5.00 P.M.
Namtan and Sanmei	6.00 P.M.	5.00 P.M.
Shumchun	10.00 A.M., 4.00 P.M.	9.00 A.M.

KEEP COOL!



It's quite easy even in this weather, if you instal a

"FREEZOR FAN"

3 Speeds Varying from a gentle Breeze to a Typhoon.

Suitable for Hongkong, Kowloon, Canton and Macao.

SURPASSES ALL OTHER TYPES.

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ELECTRICAL AND MECHANICAL ENGINEERS,
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Telephone 358. [32

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AT THE
HONGKONG DAILY PRESS OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG
OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route from CANTON to WUCHOW.
Hongkong, 5th April, 1913.

DIRECTORY
OF
PROTESTANT MISSIONARIES
FOR
CHINA, JAPAN AND COREA.
On Sale at the
HONGKONG DAILY PRESS OFFICE
and Local Booksellers.

PRICE:
Cloth Cover $1.25
Paper 0.80

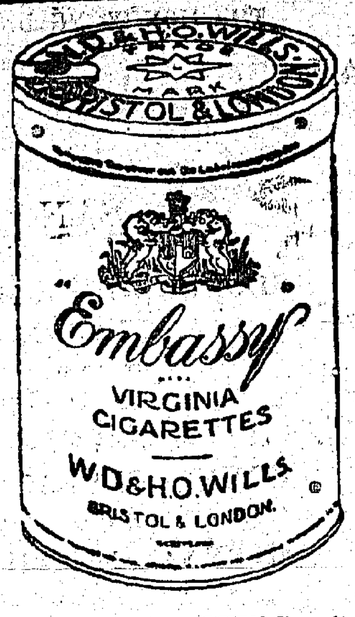
Hongkong, 21st January, 1915

COMMERCIAL.

CLOSING QUOTATIONS.

June 5th.

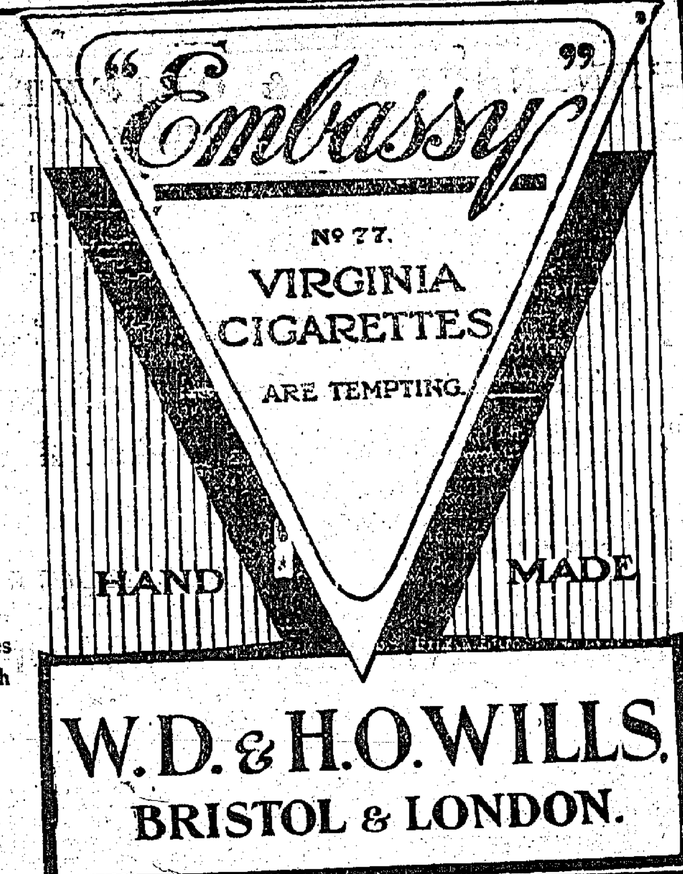
On London:—	
Telegraphic Transfer	1/9⅞
Bank Bills, on demand	1/9⅞
Bank Bills, at 30 days' sight	1/9⅞
Bank Bills, at 4 months' sight	1/9⅞
Credits, at 4 months' sight	1/10⅛
Documentary Bills 4 months' sight	1/10⅛
On Paris:—	
Bank Bills, on demand	229½
Credits, at 4 months' sight	240
On Germany:—	
On demand	nom.
On New York:—	
Bank Bills, on demand	43¼
Credits, at 60 days' sight	nom.
On Bombay:—	
Telegraphic Transfer	nom.
Bank, on demands	135¾
On Calcutta:—	
Telegraphic Transfer	nom.
Bank, on demand	135¾
On Shanghai:—	
Bank, at sight	78
Private, 30 days' sight	nom.
On Yokohama:—On demand	88
On Manila:—On demand—Peso	88
On Singapore:—On demand	77
On Batavia:—On demand	108½
On Haiphong:—On demand	8⅛% p.m.
On Saigon:—On demand	8 % p.m.
On Bangkok:—On demand	86
Sovereigns, Bank's Buying Rate	$11.00 n.
Gold Leaf, 100 fine, per tael	$57.60
Bar Silver, per oz.	23¼d



"EMBASSY" Cigarettes Represent the Standard by which others are judged.

PRICES:

50's Tin	- -	75 Cents.
25's "	- -	40 "
10's "	- -	20 "



SHARE LIST.—QUOTATIONS.

Hongkong, 5th June, 1915.

Stocks.	No. of Shares.	Value	Paid up.	Closing Quotations Cash.	Return on basis of last Div'd.
Banks.—					
Hongkong & S'hai. Bank. Corporation	125,000	$125	all	$805, sal. & buy. 1/den	6 p.c.
China Borneo Company, Limited	60,000	$12	all	$9½, buyers	8⅓ p.s.
China Light and Power Company, Ltd. ...	50,000	$5	all	$4½, sellers	7⅛ p.c.
	50,000	$1	all	$3½, buyers	
China Provident, Loan & Mortgage Co., Ltd	200,000	$10	all	$8½, buyers	8½ p.c.
Cotton Mills.—					
S'hai Cotton Manufacturing Co., Ld. ...	40,000	Tls. 50	all	Tls. 98, buyers	
Kung Yik Cotton S. & W. Co., Ld. ...	100,000	Tls. 10	all	Tls. 14	
International Cotton Manufing Co., Ld.	10,000	Tls. 75	all	Tls. 90	
Laou Kung Mow Cotton S. & W. Co., Ld.	8,000	Tls. 100	all	Tls. 89½	
Soeychee Cotton S. & W. Co., Ld. ...	20,000	Tls. 50	all	Tls. 43½	
Ewo Cotton Spin'g. & Weaving Co., Ld	20,000	Tls. 50	all	Tls. 161, buyers	
Hongkong Cotton Spinning Co., Ld. (in Liquidation)	125,000	$10	all	$7½, sales	
	40,000	$7½	$6	$34, buyers	4½ p.c.
Dairy Farm Company, Limited					5 p.c.
Docks and Wharves.—					
H'kong. & Kowloon Wharf & G. Co., Ld.	60,000	$50	all	$70, sellers	5⅛ p.c.
H'kong. and Whampoa Dock Co., Ld. ...	60,000	$50	all	$62½	
S'hai. Dock and Engineering Co., Ld.	85,700	Tls. 100	all	Tls. 51½	
S'hai. and Hongkew Wharf Co., Ld. ...	35,000	Tls. 100	all	Tls. 80	
Green Island Cement Co., Limited	400,000	$10	all	$6.80, sellers	7½ p.c.
Hongkong Electric Co., Limited	60,000	$10	all	$39½, sales	
Hongkong Hotel Company, Limited ...	20,000	$50	all	$114, buyers	4 p.c.
Hongkong Ice Company, Limited ...	6,500	$25	all	$185	5½ p.c.
Hongkong Rope Manufacturing Co., Ld. ..	60,000	$10	all	$25½, sellers	8 p.c.
Hongkong Tramway Co., Ld.	325,000	5/-	all	$5.15	6 p.c.
Insurances.—					6 p.c.
Canton Insurance Office Co., Limited	10,000	$250	$50	$370	7 p.c.
China Fire Insurance Co., Limited ...	20,000	$100	$20	$123, buyers	7 p.c.
Hongkong Fire Insurance Co., Ld. ...	8,000	$250	$50	$380, buyers	
North-China Insurance Co., Limited	10,000	£15	£5	Tls. 170, buyers	6½ p.c.
Union Insurance Society, Limited ...	12,400	$250	$100	$855, sales	
Yangtsze Insurance Association Ld ...	12,000	$100	$50	$226, & Ex 73 buyers	6½ p.c.
Lands and Buildings.—					
H'kong. Land Invest. Agency Co., Ld	50,000	$100	all	$108½, sales	
Hongkong Central Estate, Ld. ...	10,000	$100	all	$100	
Hongkong Land Reclamation Co., Ld.	25,000	$100	$75	$200	6 p.c.
Humphreys' Estate and Finance Co., Ld	150,000	$10	all	$7, sellers	7½ p.c.
Kowloon Land and Building Co., Ld.	6,000	$50	$30	$40, buyers	
Shanghai Land Investment Co., Ld. ...	78,000	Tls. 50	all	Tls. 105	6 p.c
West Point Building Co., Limited ...	12,500	$50	all	$71, buyers	
Maatschappij tot' Mijn., Bosch-en Landbouw exploitatie in Langkat ...	250,000	Gds. 10	all	Tls. 42½, buyers	
Mining.—					
Chinese Engineering and M. Co., Ld ..	1,000,000	£1	all	32/-, sales	
Raub Australian Gold Mining Co., Ld	200,000	£1	all	$3.70, buyers	
Tronoh Mines, Limited	160,000	£1	all	32/6	
Peak Tramways Co., Limited ...	25,000	$10	$1	$9.30, sellers $9.80, buyers	8 p.c.
	50,000	$10			
Refineries.—					
China Sugar Refining Co., Limited	20,000	$100	all	$113, buyers	
Luzon Sugar Refining Co., Limited	7000	$100	all	$27½, sales	
Steamship Companies.—					
China and Manila Steamship Co., Ld...	30,000	$25	all	$4.80, buyers	
Douglas Steamship Co., Limited.	20,000	$50	all	$48, buyers	7 p.c.
H'kong., Canton & Macao S.B. Co., Ld.	80,000	$15	all	$23	4 p.c.
Indo-China Steam Navigation Co., Ld	60,000 pref.	$5	al	$88	
	50,000 def.	$1	all	94/6, sales	7⅛ p.c.
Shell Transport & Trading Co., Ld	4,047,610	$10	all	$37, sellers	
Star Ferry Company, Limited ...	40,000	$25	all	$28	
South China Morning Post, Limited ...	6,000	$5	all	$3½, sellers	8½ p.c.
Steam Laundry Company, Limited ...	20,000	$7	all	$6 sellers	7½ p.c.
Stores and Dispensaries.—					
Powell, Wm., Limited	21,000	$10	all	$6½, x. div., buy.	10 p.c.
Watson & Co., A. S., Limited	90,000	$10	all	$16½, buyers	6 p.c.
Union Waterboat Co., Limited	50,000	$10	all		

Loans.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1896	Tls. 767,200.	Tls. 250	7% p. annum	Par.

VERNON & SMYTH, *Share Brokers.*

FOR EUROPE AND AMERICA,
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and for
Private Residents at the Outports,
A Comprehensive and Complete Record of the
NEWS OF THE FAR EAST
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HONGKONG WEEKLY PRESS,
with which is incorporated
The China Overland Trade Report.
Subscription, paid in advance, $19 per annum. Postage $3 to any part of the World.

BANKS

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 2nd November, 1914. [10

BANKS

HONGKONG AND SHANGHAI BANKING CORPORATION.

Paid-up Capital $15,000,000
Reserve Funds:—
Sterling £1,500,000 at 2/— $15,000,000
Silver $18,000,000
$33,000,000
Reserve Liability of Proprietors $15,000,000

Court of Directors.
Hon. Mr. D. Landale—Chairman.
W. L. Pattenden, Esq.—Deputy Chairman.
S. H. Dodwell, Esq. | P. H. Holyoak, Esq.
G. T. M. Edkins, Esq. | J. A. Plummer, Esq.
C. S. Gabbey, Esq. | Hon. Mr. E. Shellim.

Chief Manager:
Hongkong—N. J. Stabb.
Manager:
Shanghai—A. G. Stephen.
London Bankers:
London County and Westminster Bank, Limited.

Hongkong Interest Allowed.
On Current Account at the rate of Two per cent. per annum on the Daily Balance.
On Fixed Deposits.
For 3 months, 2½ per cent. per Annum.
" 6 " 3½ " "
" 12 " 4 " "
N. J. STABB,
Chief Manager.
Hongkong, 11th November, 1914. [9

THE MERCANTILE BANK OF INDIA, LIMITED.

Authorised Capital£1,500,000
Subscribed " 1,125,000
Paid-up " 562,500
Reserve Fund 500,000

Bankers:
Bank of England,
and
London Joint Stock Bank, Limited.

Every description of Exchange business transacted.
INTEREST allowed on Current Account at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
A. R. LINTON,
Manager.
Hongkong, 10th July, 1913. [119

NEDERLANDSCH-INDISCH HANDELSBANK
(Netherlands India Commercial Bank.)

Established 1863.

Authorised Capital Fl. 30,000,000 (£2,500,000)
Paid-up Capital... Fl. 19,907,900 (£1,659,000)
Reserve Fund Fl. 7,765,500 (£647,125)

Head Office: AMSTERDAM.
Head Agency: BATAVIA.
LONDON BANKERS:
The Williams Deacons Bank.
Swiss Bankverein.

The Bank transacts every description of Banking and Exchange business, receives money on Current Account and on Fixed Deposit at rates which may be ascertained on application.
G. A. DUNLOP, Manager,
No. 9, Des Voeux Road Central.
Hongkong, 17th November, 1914. [12

THE CHARTERED BANK OF INDIA, AUSTRALIA AND CHINA.

Incorporated by Royal Charter, 1853.
Head Office—London.

Paid-up Capital... £1,200,000
Reserve Fund £1,800,000
Reserve Liability of Proprietors £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.
Wm. DICKSON,
Manager.
Hongkong, 8th June 1914. [118

BANKS

INTERNATIONAL BANKING CORPORATION.

Head Office:—Wall Street, New York.
London Office:—Bishopsgate, E.C.

CAPITAL PAID-UP (U.S. Gold) $3,250,000
RESERVE FUNDS 4,120,000
(Gold) $7,370,000
All kinds of FOREIGN and LOCAL BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received at rates to be ascertained on application.
N. S. MARSHALL,
Manager.
9, Queen's Road,
Hongkong, 12th May, 1915. [193

THE BANK OF TAIWAN, LIMITED.

(Incorporated by Special Imperial Charter).

Capital Subscribed Yen 10,000,000
Capital Paid-up " 10,000,000
Reserve Funds " 3,970,000

President: Kazutoshi Yagiu, Esq.
Vice-President: Kojuro Nakagawa, Esq.

Directors.
Iyetoshi Sada, Esq.
Kyoroku Yamanari, Esq.
Shingo Minami, Esq.

HEAD OFFICE
TAIPEH, FORMOSA (Taiwan).

Branches and Agencies.

Akou	Kagi	Makung	Taichu
Amoy	Karenko	Osaka	Tainan
Canton	Keelung	Shanghai	Taito
Foochow	Kiukiang	Singapore	Takow
Giran	Kobe	Shinchiku	Tamsui
Hongkong	London	Swatow	Tokyo

London Bankers:—
Parr's Bank,
Yokohama Specie Bank.
Correspondents at Cheribon, Chuchun, Dairen, Fusan, Iloilo, Jolo, Macassar, Moukden, Moji, Nagasaki, Negoya, Semarang, Seoul, Shimonoseki, Soerabaya, Tientsin, Yokohama, Zamboanga.

HONGKONG OFFICE:
8, Des Voeux Road.

The Bank Transacts Every Description of General Banking and Exchange Business.
Interest allowed on Current Accounts and Fixed Deposits.
K. TSUDZURABARA,
Manager.
Hongkong, 13th April, 1915. [556

THE BANK OF CHINA. GOVERNMENT BANK

(Specially Authorised by Presidential Mandate of 18th April, 1913.)

Authorised Capital $60,000,000.
Paid-up Capital $10,000,000.

HEAD OFFICE: PEKING.

BRANCHES AND SUB-BRANCHES

Shanghai: Nanking: Chinkiang, Yangchow, Wusieh, Wuhu, Anching, Tatung, Tsinkiangpo, Soochow. Hankow: Shashi, Ichang, Nanchang. Tientsin: Paoting, Tongshan, Luanhsien, Tangshsien, Hsingtai. Hangchow: Wenchow, Shaohsin, Chishsin, Lanchi, Huchow, Ningpo. Kaifeng: Changteh, Sinyang, Loho, Chowkou. Tsinan: Chowtsun, Tunhsien, Linchi, Lintsing, Tsinien, Yihtuh, Huiming, Chefoo, Tsingtao. Taiyuan: Yunchong. Foochow. Changchun: Kirin, Moukden, Newchwang, Dairen, Harbin, Tsitsihar, Tieling, Chinchow, Antung. Canton. Kueiyang. Peking: Kueihua, Suiyuancheng, etc., etc.

CANTON BRANCH:
Interest allowed on current account and Fixed Deposits. Terms on application. Every description of Banking business transacted; loans granted on approved securities. Special facilities for Home exchange.
Hongkong, 13th October, 1914. [492

Printed and Published by Henry Adolphus Cartwright, for The Hongkong Daily Press, Ltd., at 10A, Des Voeux Road Central, Victoria, Hongkong.
London Office: 13a, Fleet Street, E.C.